

Old Fourth Ward Master Plan

Part 4: Recommendations



Prepared for the City of Atlanta Department
of Planning & Community Development
by Tunnell-Spangler-Walsh & Associates

Introduction

This section includes recommendations for the Old Fourth Ward that define its future character and provide short and long-range actions to address the challenges identified during the planning process. Two types of recommendations are provided: Policies and Projects. Projects are followed by a project number as identified in Part 6, which contains an implementation strategy, including cost, funding, and responsible parties.

Recommendations are a synthesis of the desires and work of residents, businesses, property owners, the City of Atlanta, Georgia Tech, Livable Communities Coalition, working groups, and others, coupled with sound planning. They offer a visionary yet achievable blueprint for change that reflects the Old Fourth Ward's history, development potential, transportation needs, and regulatory framework.

Guiding Principle: Sustainability

All of the recommendations in this document will guide the neighborhood toward a model of sustainable urban redevelopment for both Atlanta and the nation. The concept of sustainability is broad and difficult to define, since it touches on all aspects of life. An ideal plan for sustainability benefits the environment, improves the lives of humans, and makes money at the same time. As such, sustainability can be distilled into three broad components:

- **Environmental sustainability**, which strives to reduce or eliminate humanity's impacts on the planet's natural systems, and to remedy previous damage.
- **Social sustainability**, which strives to solve serious social problems, create a quality community life for all, and even improve the social quality.
- **Economic sustainability**, which strives to provide a decent or improved standard of living for all.

It is upon these three components that the recommendations of this master plan are based.

Policies & Projects

There are two types of recommendations provided in this study:

Policies are guidelines that provide direction to the implementation of the plan's vision. They often support projects and should be the basis for actions by the City of Atlanta, NPU M, and the Old Fourth Ward's several neighborhood organizations.

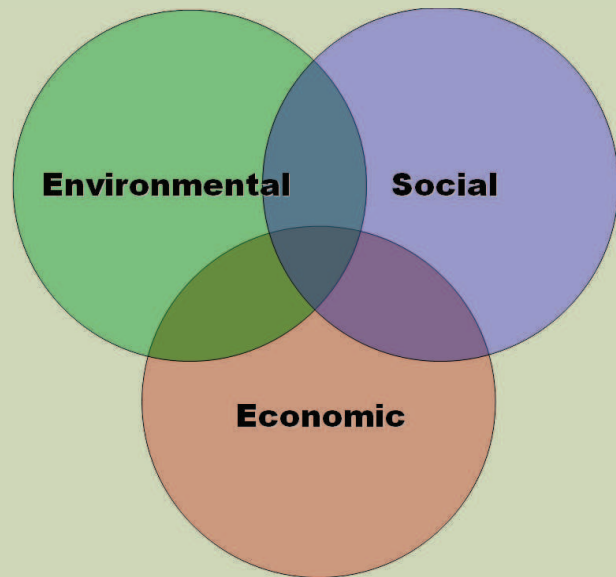
Projects are specific tasks, such as transportation improvements, studies, or signage, with a defined cost and time frame. They are often undertaken by a local agency such as the City of Atlanta, MARTA, GDOT, or Atlanta Public Schools.



Key Plan Sustainability Elements

All of the recommendations in this document will guide the neighborhood toward becoming a model of sustainable urban redevelopment for both Atlanta and the nation. A sustainable community is defined by the relationship of three elements: environmental, social, and economic. A balance of the three is the guiding principle of this study.

The following is an overview of how the various recommendations of this study will work together to promote sustainability.



- **Land Use Recommendations** will encourage higher density development to promote walking, biking, and public transit. They will also include standards for low impact buildings.
- **Infrastructure & Facilities Recommendations** will improve community life by reducing crime and promoting life-long learning. Stormwater management features in the Historic Fourth Ward Park and proposed new parks will decrease runoff and beautify the area.
- **Parks & Open Space Recommendations** will provide new open space, including community gardens which allow residents to grow food while keeping food dollars in the neighborhood
- **Urban Design Recommendations** will create an urban form that supports walking, community life, and aesthetics. They will create beautiful places that will instill civic pride and order.
- **Historic Preservation Recommendations** will minimize the need to construct new buildings in favor of adaptive re-use. They will also support the preservation of the community's social fabric.
- **Housing & Economic Development Recommendations** will provide economic and housing opportunities for the broad spectrum of the neighborhood. They will minimize the potential for displacement and allow community bonds to remain strong.
- **Transportation Recommendations** will reduce and, in some cases, eliminate the need to drive. This will improve air quality, promote public health, and allow residents to have more disposable income. New trees along corridors and neighborhood streets will also clean the air, capture carbon from the atmosphere, and reduce the urban heat island effect.

Section 4.1: Land Use

The Old Fourth Ward's land use plan must be able to accommodate growth, while making sure it happens in appropriate locations and with good design. This growth must occur in a way that increases the neighborhood's mix of uses and allows the daily needs of residents to be met in their neighborhood, while still preserving its character.

Land Use Policies

Encourage a mix of land uses.

The Old Fourth Ward is envisioned as Atlanta's model mixed-use neighborhood, as reflected in the Recommended Land Uses map. Central to this vision is a land use element that provides opportunities for everything from detached single-family homes to existing high-rise office and condominium buildings.

The plan's goal is that people of all incomes and ages will be able to live, work, and play in the neighborhood, with all the necessary supporting services such as schools, parks, and places of worship, within a short walk.

Preserve existing single-family areas.

Existing primarily single-family areas should be preserved. The neighborhood includes too many marginal commercial or industrial lands that must be developed instead.

Focus growth along corridors and near existing and future transit.

The dotted circles shown on the Recommended Land Uses map represent a five-minute walk from development nodes. Each node is located on a major street and at a bus stop.

The concentration of retail or higher density activity at these nodes will help preserve residential character elsewhere, allow workers and shoppers to arrive by transit, and revitalize important corners



In the Old Fourth Ward, the entire neighborhood will be mixed-use, as well as individual buildings



New development should be concentrated into the underdeveloped properties along major streets



Single-family areas should be preserved

OLD FOURTH WARD Master Plan - September 2008

to increase safety and improve aesthetics in highly visible locations. They also provide ideal locations for future streetcar stops.

See Section 4.7: Transportation.

Support appropriate infill housing.

In single-family areas with vacant lots, dilapidated homes, or other underutilized properties, infill houses should be constructed in a way that is compatible with the character of adjacent structures and respects local history. This includes where lots of record may not meet current zoning requirements.

Please see Section 4.5 Historic Preservation for recommendations on new housing in the Martin Luther King, Jr. historic district.

Provide appropriate transitions between new development and existing residential areas.

When development occurs immediately adjacent to residential lots, conflicts must be avoided. The existing City of Atlanta Transitional Height Plane is adequate to address this.

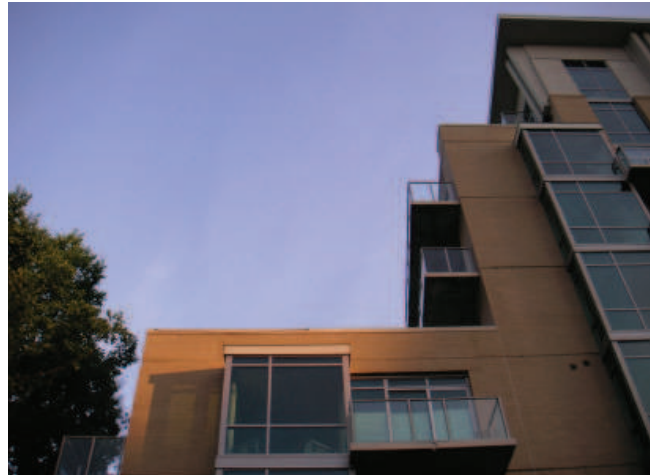
Incorporate green building standards into developments.

New developments should meet a green building standard, such as LEED (Leadership in Environmental and Energy Design), EarthCraft, or another standard established by city government.

Vary maximum building height in response to context.

The Recommended Maximum Building Height map proposes height limits for all neighborhood properties. In single-family areas, character is preserved by capping buildings at 35 feet, while taller ones are allowed on redevelopment sites.

The maximum height is determined largely based on street width so that a “canyon effect” is avoided. Broader streets such as Boulevard can accommodate taller buildings and still feel open. It strives for a 1:1 ratio of building height to building facade separation.



Buildings should step back from upper levels to ensure sunlight reaches neighboring homes

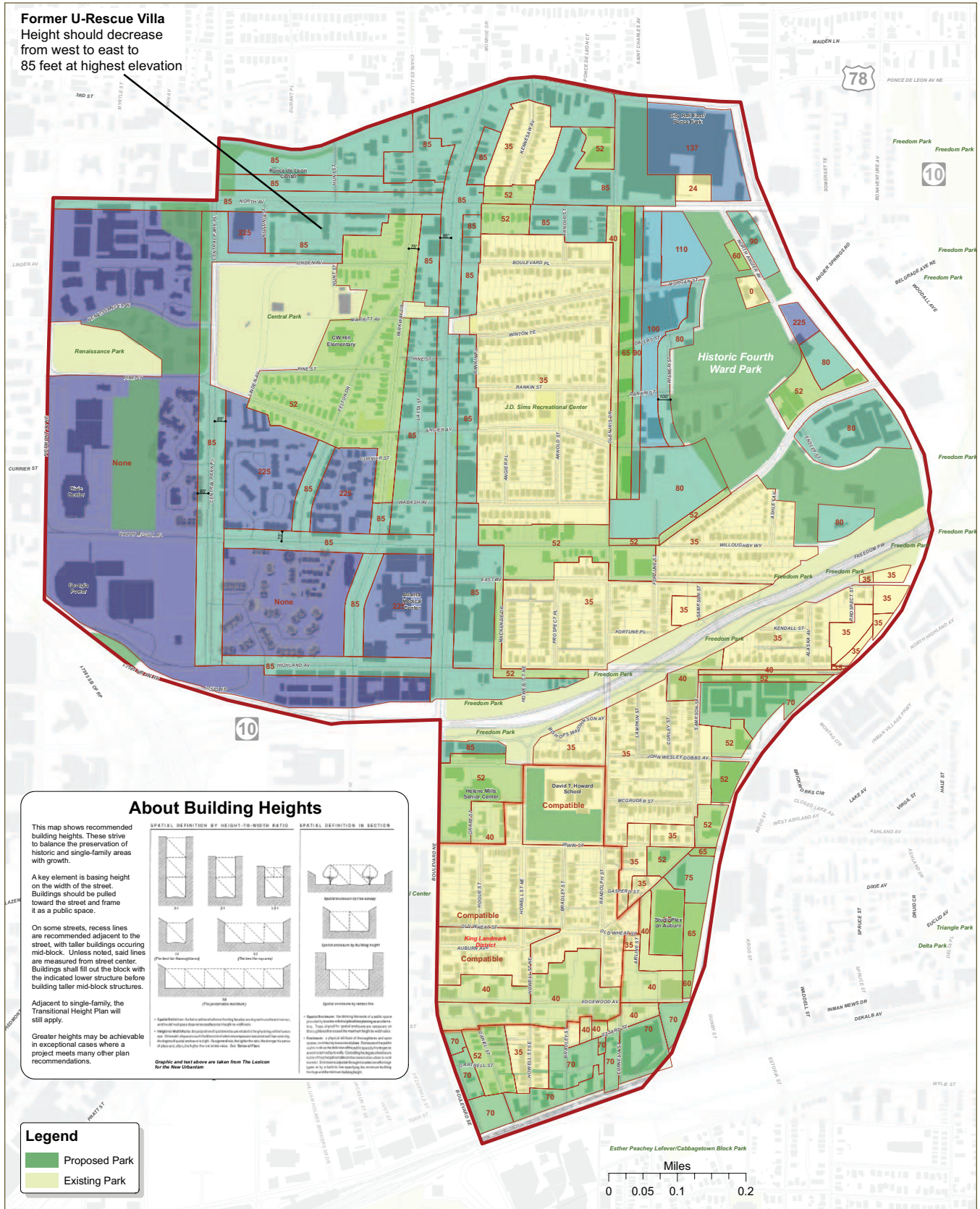


In many highly livable European cities, building height corresponds to the width of the adjacent public space



All new development should incorporate green building initiatives

Recommended Maximum Building Heights



OLD FOURTH WARD Master Plan - September 2008

Support and expand code enforcement efforts.

The Department of Planning and Community Development should continue to monitor zoning and building codes compliance. They should also expand enforcement of quality of life code violations.

Utilize quality of life zoning districts.

Neighborhood rezoning should only be to quality of life zoning districts, including MRC, MR, LW, and NC.

Please see Section 6.2 for details.

Support pedestrian-oriented retail nodes.

The concentration of retailers in appropriate locations is important for their long-term success. The Recommended Retail Framework map shows the most appropriate locations, including:

- Boulevard at North Avenue and Ponce de Leon Avenue
- Boulevard at Edgewood Avenue
- Boulevard at Ralph McGill Boulevard
- Randolph Street at Edgewood Avenue
- Randolph Street at Auburn Avenue
- Boulevard at JW Dobbs Avenue
- Highland Avenue at Sampson Street
- Sampson Street at Lake Avenue and Auburn Avenue
- Ponce Park/City Hall East

In these areas, sidewalk-oriented ground floor retail should be mandatory on all buildings, including parking decks. The provision of such should be conditioned during the rezoning process. If a developer believes there is currently no market for such space, it should nevertheless be built to retail specifications and temporary used for other uses. This will ensure that the recommended retail node remains viable over the long-term.

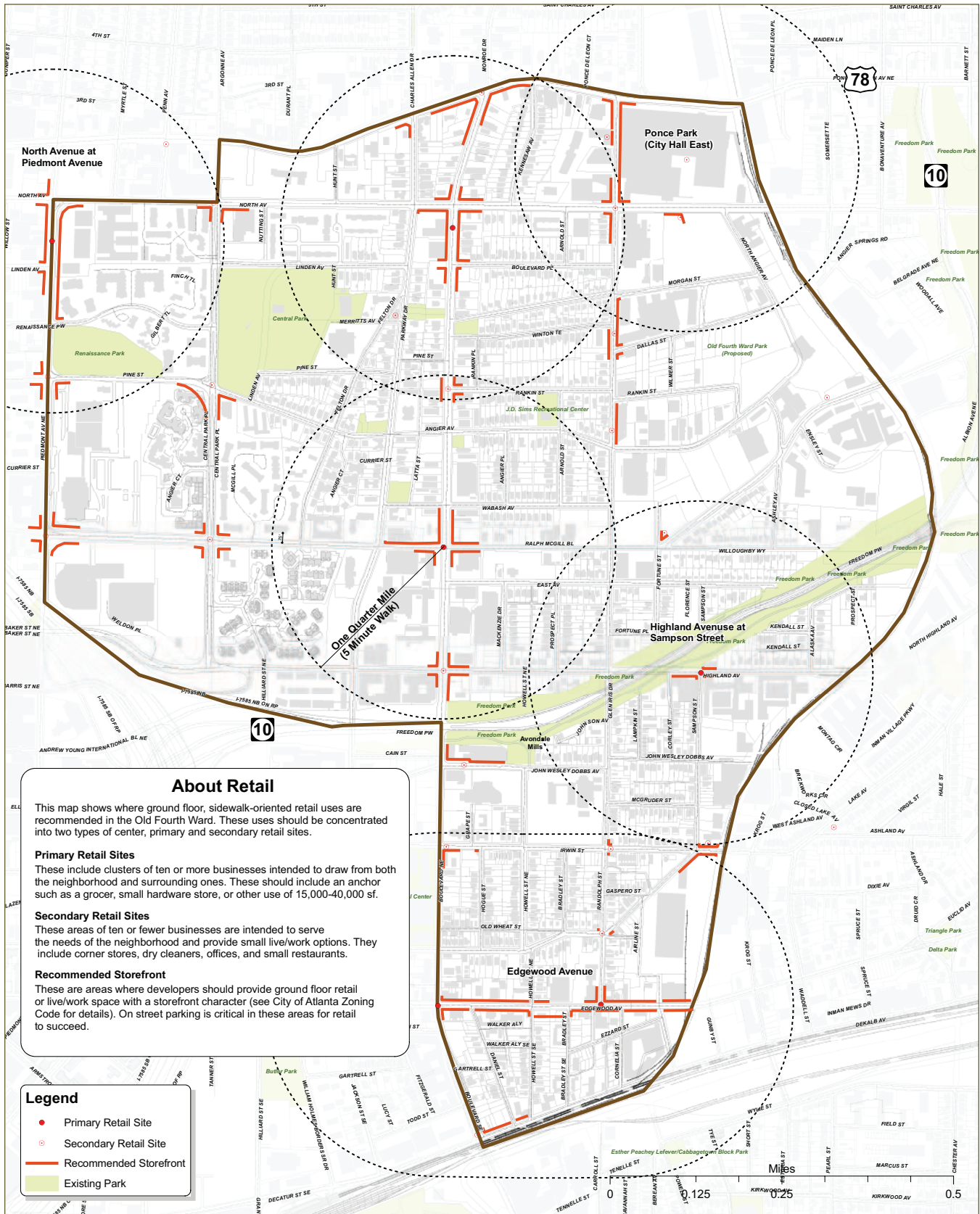


Pedestrian-oriented retail nodes concentrate commercial activity to help enliven and supervise the street



Ground floor, sidewalk fronting retail uses should be provided in areas designated on the proposed retail map

Recommended Retail Framework



OLD FOURTH WARD Master Plan - September 2008

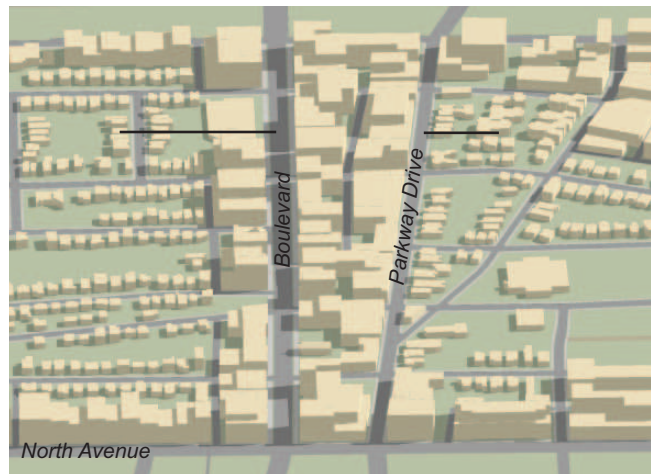
Encourage development of the following six catalytic redevelopment sites.

The following are development opportunities in the neighborhood over next 25 years. The recommendations are not intended to suggest that existing users must cease operation. Rather, they identify sites where redevelopment would support the plan's vision when and if willing property owners and developers deem it feasible.

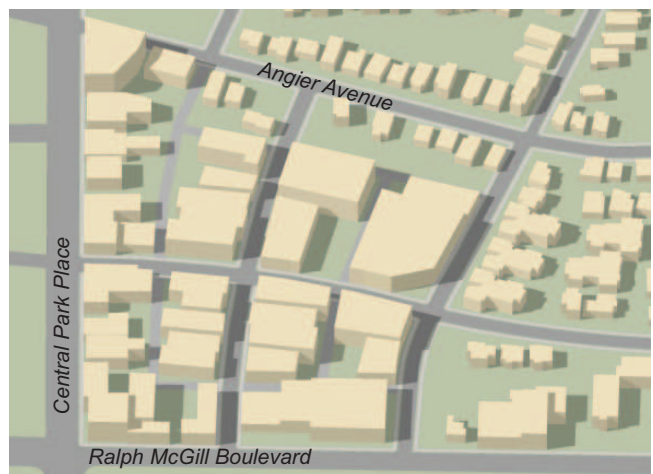
- **Historic Fourth Ward Park Area:** The area around the Historic Fourth Ward Park includes the planned Ponce Park project and several development sites to its south. It should be redeveloped into a primarily residential urban neighborhood focused on the park and providing retail and employment options. It should also incorporate existing historic buildings.
- **Boulevard Corridor:** Boulevard between Ponce de Leon Avenue and Freedom Parkway should become a true urban boulevard lined with five to nine story buildings featuring a mix of uses, housing unit sizes, and housing prices. Churches and other notable historic structures should be preserved. New east-west streets should be built between Boulevard and Parkway Drive to improve access. Small pocket parks should be provided throughout.
- **Former U-Rescue Villa Site:** The former U-Rescue Villa and Sophie Mae factory sites are recommended for reuse as a model mixed-use, mixed-income development, including potential new senior housing. As part of their redevelopment, a new north-south street should be created to connect North Avenue and Linden Avenue between Nutting Street and Parkway Drive. Building height should vary across the site, with the tallest buildings to the west, along Central Park Place, and then stepping down in height from west to east.
- **Renaissance Park:** The former Buttermilk Bottom area that is now the site of suburban-style gated multifamily complexes and the Publix shopping center will redevelop over the next 25 years. As it does it should be redeveloped with street-oriented buildings, pocket parks, and new streets.



Buildings such as this could one day line Boulevard



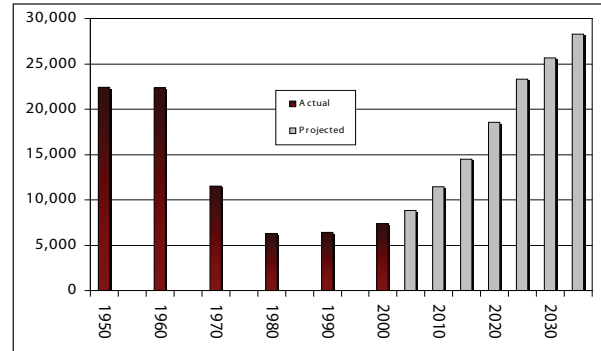
This graphic shows the potential future scale of Boulevard looking south from North Avenue (courtesy Georgia Tech)



This graphic shows the potential future scale of the Renaissance Park area as new streets and blocks are introduced with redevelopment (courtesy Georgia Tech)

Population and Employment Impacts

As established in Section 3.8: Demographics, the Old Fourth Ward is projected to rapidly increase in population in the coming decades. The number of residents is expected to rise from 8,798 in 2005 to 25,684 by 2030, or an increase of roughly 16,800. Due to the Old Fourth Ward's central, urban location, all the homes and business needed to accommodate this growth will be in the form of redevelopment of vacant or under-developed properties.



This graph shows project population growth between now and 2035

The Recommended Land Uses map shown on page 53 represents a community-based vision for accommodating redevelopment in a way that protects the neighborhood's character. It does this by focusing growth into under-developed corridors served by existing or future transit. This minimizes negative impacts on existing single-family homes.

The Recommended Land Uses map represents vision for neighborhood growth over the next 25 to 50 years. It shows the maximum amount of new development that *could* be accommodated, but not what *will* be. Local and national trends are difficult to accurately project 10 years from now, not to mention 50.

This said, it is important to note that the Recommended Land Uses map, at build-out, could result in a net increase of 13,900 new housing units and 10,200 jobs. This translates to a conservative increase of 25,000 residents. This is more than enough to accommodate the nearly 17,000 expected by 2035. More significantly, it is enough to justify the millions of dollars of public investment envisioned in this plan and, in fact, makes those investments necessary if a high quality of life is to be ensured over the long-term.

Table 4.1: Master Plan Build-Out Summary

	New Non-Residential	New Jobs	New Dwelling Units	New 20% Affordable Units	Net New Dwelling Units ¹
Mixed-Use 10+	2,080,000 sf	4,200	3,800	760	3,200
Mixed-Use 5-9	1,660,000 sf	3,300	3,800	760	3,100
Mixed-Use 1-4	210,000 sf	400	900	180	800
Residential 10+	420,000 sf	800	3,800	760	3,400
Residential 5-9	750,000 sf	1,500	4,300	860	3,400
Total:	5,120,000 sf	10,200	16,600	3,320	13,900

1: New units less existing units that must be demolished before redevelopment can occur.

OLD FOURTH WARD Master Plan - September 2008

- **Civic Center & Sci-Trek:** The massive parking lots around the Civic Center should be replaced by an underground stormwater detention vault and a parking deck capped with a new park. Surrounding the park and filling out the rest of the block should be high-density, mixed-use buildings lining new streets. The Civic Center itself should remain, but the unused space between it and both Piedmont Avenue and Ralph McGill Boulevard should be filled in with new buildings to improve the street experience.
- **Historic District:** The final development opportunity in the neighborhood is infilling on vacant lots in the Martin Luther King, Jr. Historic District, combined with new development and renovated industrial buildings along the BeltLine and Decatur Street.

Land Use Projects

Rezoning activity (O-4)

Rezoning should be consistent with the land use recommendations of this study. Greater density should only be supported in exceptional cases.

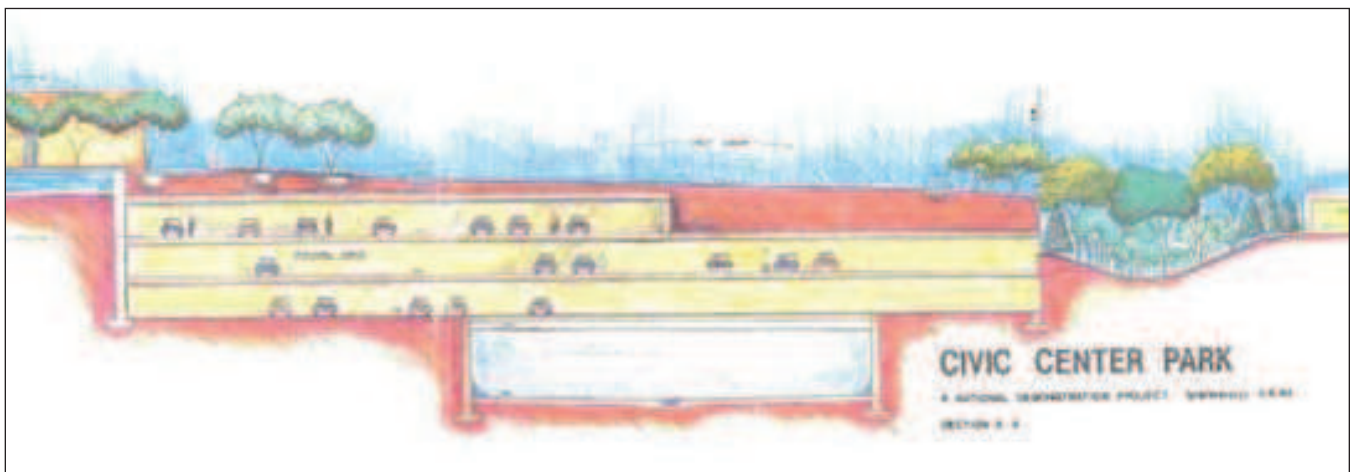
See Part 6: Implementation for details.



This graphic prepared by Lord Aeck & Sargent shows how the Civic Center (right) could be retained) and new buildings built north of it

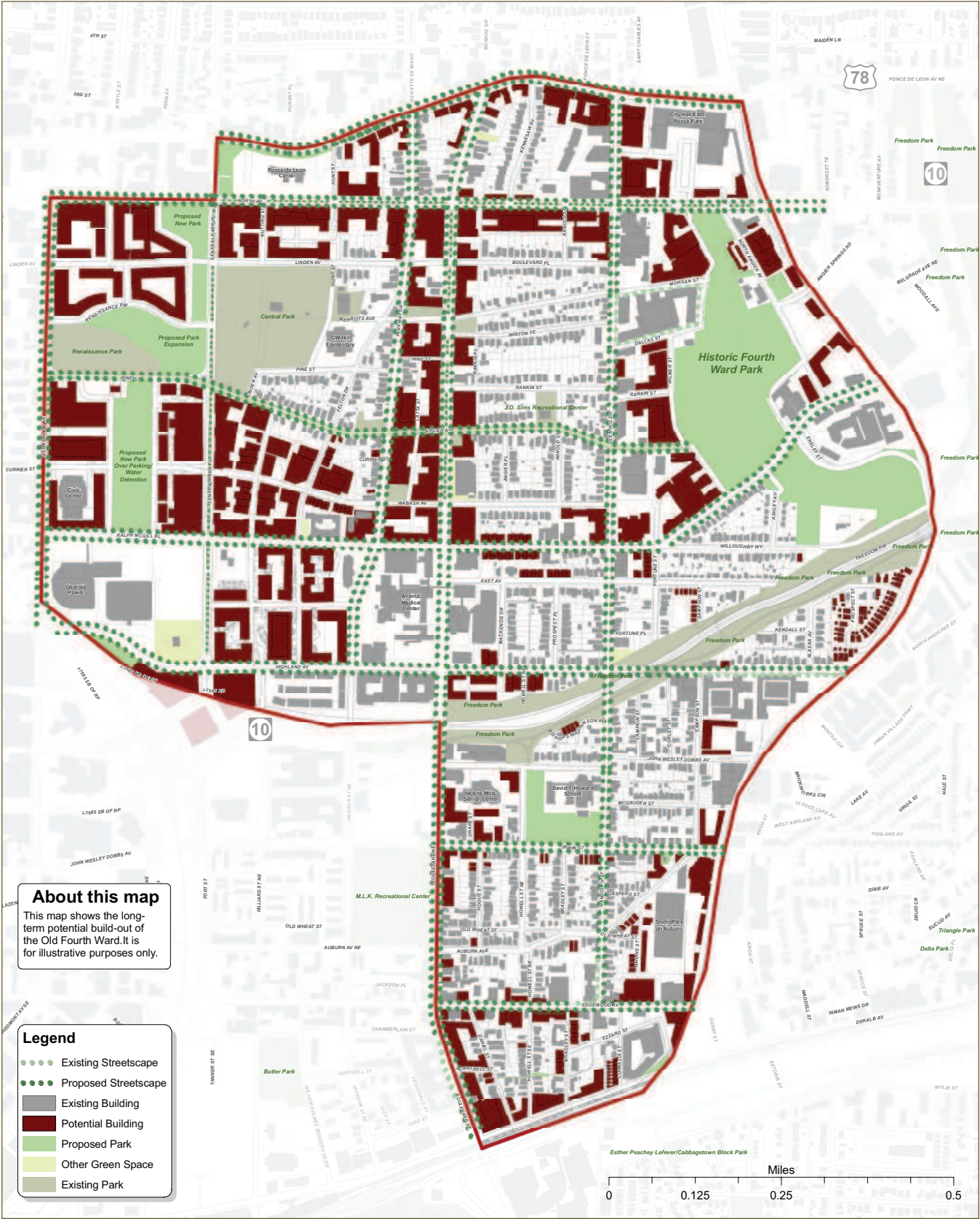


Planned infill development around Studioplex is one of the last development opportunities in the MLK Jr. Historic District (courtesy Orinda Corporation)



Potential section of new Civic Center parking garage, showing underground stormwater detention and new surface park (for illustrative purposes only)

Illustrative Master Plan



Section 4.2: Infrastructure & Facilities

The recommendations of this section focus on public utilities and facilities. Fixing aging water and sewer pipes are an infrastructure priority, as is public safety. These policies and projects address these and laying a foundation for growth.

Utility Recommendations

Utility Policies

Hide utility wires when feasible.

Electric and other above ground utility wires should be placed behind buildings, in alleys, or underground where feasible to avoid harming street aesthetics and interfering with trees.

Continue efforts to identify stormwater detention sites.

Potential locations include the Civic Center parking lot and low areas near Krog Street. All should become neighborhood amenities.

Improve street lighting.

New lights are proposed along many streets as identified in Section 4.7. They will illuminate sidewalks and roadways.

Support the Sewer Evaluation and Rehabilitation Project.

The Department of Watershed Management is undergoing a Midtown-Georgia Tech Sewer Evaluation and Rehabilitation Project, which includes the area west of Boulevard. The project will identify needed sewer and water line rehabilitation projects. It is occurring in conjunction with a water main replacement project in the same area. Upon completion affected streets will be repaved.

Plans for the area east of Boulevard include a similar rehabilitation program included in the city's Capital Improvements Program.



This plan for the Historic Fourth Ward Park shows the proposed stormwater management facility



Where utilities cannot be buried, they should be moved to private alleys to screen them from view



Security cameras should be installed along Boulevard

Recommendations: Infrastructure & Facilities

Complete the stormwater management facility in the Historic Fourth Ward Park

The most significant plans for stormwater management in the coming years center on the Historic Fourth Ward Park. The city has contributed \$30 million toward constructing a water feature that will retain and filter stormwater via a system of ponds, fountains, and artificial wetlands. The facility is designed to contain water from a 100-year flood and will reduce flooding in both the immediate area and the larger watershed.

Public Safety Recommendations

Public Safety Policies

Improving public safety is a goal of this study, particularly along Boulevard.

Increase the number and visibility of public safety officers.

Inventory private security firms under contract with businesses and residences. Coordinate their efforts with APD and Boulevard Blue to maximize coverage, especially around perimeters and near public rights-of-way.

Improve urban design to minimize crime.

Make enhanced public safety a priority in street enhancements by focusing on adequate lighting, traffic calming, and on-street parking times and duration. This should include public safety criteria in the review process for building permits. It should also consider incentives for security cameras.

Use technology strategically to tackle crime.

Hold property owners accountable.

Enforce existing codes vigorously; reduce time from citation to prosecution to forfeiture, especially for absentee landlords and abandoned buildings.

Review and amend existing codes to enhance public safety and reduce the threat of non-complying properties.

Include public safety criteria in the annual review process for business licenses.

Create incentives for homeowner associations and building management companies to provide security officers.

Increase community involvement.

Create opportunities and incentives for residents to assist with code enforcement.

Enhance Neighborhood Watch, Court Watch, and Restorative Justice Board programs; involve small businesses and multifamily residents.

Increase the transparency and frequency of crime reporting in APD Zone 5.

Work with elected officials and community leaders to increase Safe Night Out and other family-friendly activities in which neighbors are visible outside, getting to know neighbors.

Develop relationships with volunteer groups to increase the frequency of community cleanups.

Public Safety Projects

Mini-precinct (O-1)

An increased police presence will discourage crime. A full-time mini police precinct should be established and staffed in the neighborhood.

“Boulevard Blue” (O-2)

Create a Boulevard Blue, patterned after Midtown Blue, funded by a new Old Fourth Ward CID.

Boulevard security cameras (O-3)

Install bullet-resistant security cameras along the length of Boulevard. Video feeds should be monitored by APD and Boulevard Blue. Inventory exterior cameras already in use by local businesses and residences. Coordinate positioning to maximize coverage.

Education Recommendations

Education Policies

Support partnerships between local colleges and universities and neighborhood schools.

Section 4.3: Parks & Open Space

American landscape architect Frederick Law Olmsted once wrote of greenspace that “the enjoyment of scenery employs the mind without fatigue and yet exercises it; tranquilizes it and yet enlivens it; and thus, through the influence of the mind over the body gives the effect of refreshing rest and reinvigoration to the whole system.”

The revitalization of existing parks in the Old Fourth Ward and the creation of new ones will benefit neighborhood residents and the rest of the city. The following recommendations focus on providing a cohesive vision of well-connected parks throughout the study area.

Park and Open Space Policies

Support the Historic Fourth Ward Park.

The proposed Historic Fourth Ward Park will increase the amount of parkland in the study area by more than 50 percent by providing up to 35 acres of new greenspace. The park will also be a key amenity for new development between Glen Iris Drive and the BeltLine, and the new residents such will bring to the area.

The park will also provide additional recreational opportunities for current neighborhood residents, with space for both active and passive use. It will incorporate a series of artificial wetlands to hold and purify stormwater, as well as provide visual interest. Lastly, it will be a gateway into the neighborhood from the BeltLine and will help to promote the Old Fourth Ward as a sustainable community.

Require open space in new developments.

The creation of new pocket parks and plazas in redevelopment projects could expand the amount of open space and reduce demands on existing parks. Zoning conditions provided by the neighborhood could ensure that the catalytic redevelopment sites and others comply.



Parks help add beauty, clean the air, and increase neighborhood health by providing places to exercise

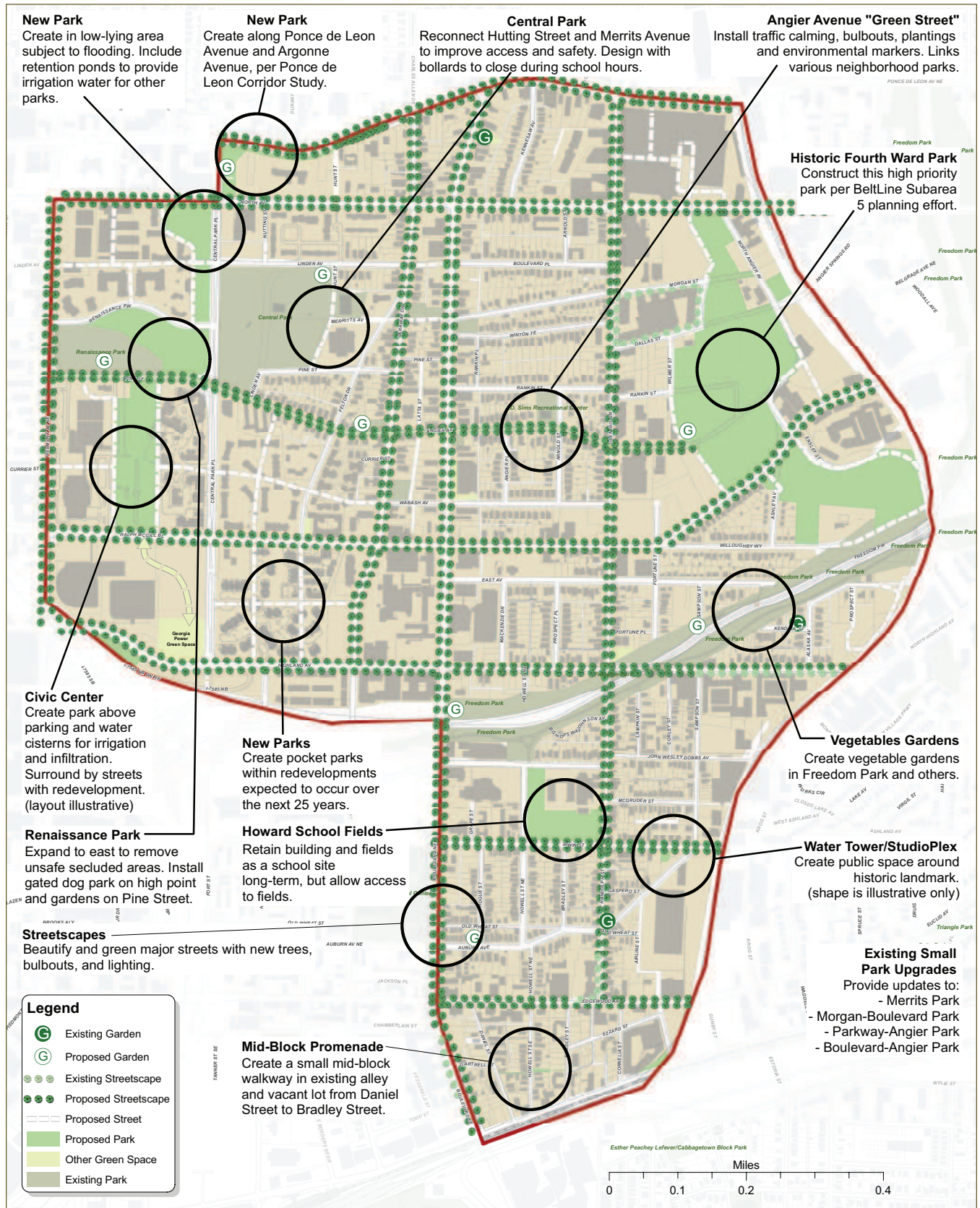


The proposed Historic Fourth Ward Park will use stormwater features to provide a community amenity



A dog park could help activate the interior of Renaissance Park as well as providing a gathering place for the area

Recommended Public Space Framework



Encourage public art.

The installation of a variety of art projects in existing and proposed parks could enliven them and provide interest, in addition to documenting the history of the neighborhood.

Preserve open space around the water tower.

The historic water tower adjacent to Studioplex is an icon on the Old Fourth Ward's skyline. As the site around the water tower redevelops, publicly accessible open space should be provided.

Encourage tree planting in front yards.

Existing property owners are encouraged to plant trees in their yards to retain the tree canopy.

Support an interconnected green network.

The new trees and medians recommended in Section 4.7: Transportation will form a network of public space throughout the neighborhood. Beautified streets will connect existing and proposed parks and will provide pleasant outdoor "rooms" for residents and visitors to enjoy.

Allow access to the Howard School fields.

The greenspace south of the old David T. Howard School is currently fenced off. Fencing should be removed, or gates provided, so that it can be publicly accessed.

Support forming park partnerships.

Opportunities exist to form alliances with area universities, hospitals, non-profits, and others to fund proposed park improvements. Options to be explored should include use of parks by Georgia State University or creating a cancer survivors' park.

Encourage xeriscaping and native species in all landscape design projects.

This should apply to both public and private developments.



As the property at the base of the historic water tower redevelops, open space should be preserved for public use

Park and Open Space Projects

Renaissance Park rehabilitation (OS-1)

Renaissance Park is a public safety threat, in part due to its poor design and programming. The park should be redesigned to generate increased use, improve visibility and access, and secure areas that cannot have their accessibility improved.

Rehabilitation should include a fenced dog park at the park's high point, in an area that is now a public safety challenge, and vegetable gardens along Pine Street. The gardens should be fenced to protect plants and supplies.

Renaissance Park expansion (OS-6)

Acquisition of the existing residential complexes east of Renaissance Park would allow the park to occupy an entire city block.

New Park Place Park (OS-7)

The flood prone apartments along the west side of Central Park Place between North Avenue and Renaissance Parkway should be acquired by the city and demolished to create a new park north of Renaissance Park.

Angier Avenue “Green Street” (T-51)

Please see Angier Avenue pedestrian facilities for details on the public element of this project.

Historic Fourth Ward Park conservancy (OS-17)

A non-profit conservancy should be created to manage and maintain neighborhood parks.

Community gardens.

A plethora of opportunities exist in the study area for gardens similar to the Boulevard Community Garden. Such gardens could provide inexpensive, healthy, locally grown vegetables and herbs for neighborhood residents, and allow them a chance to build social bonds, and establish a sense of ownership of parks. They could also activate parks, and therefore help with security concerns. The following sites are recommended:

- Freedom Park, two locations (OS-8)
- Parkway-Angier Park (OS-9)
- Central Park (OS-10)
- Auburn Avenue at Hogue Street (OS-11)
- Historic Fourth Ward Park (OS-12)
- Renaissance Park (OS-13)

Rehabilitate existing green spaces.

Enhancements of existing small parks will address security concerns, beautify them, and provide further amenities and programs. The following are recommended for minor renovation:

- Merritts Park (OS-2)
- Boulevard-Angier Park (OS-3)
- Morgan-Boulevard Park (OS-4)
- Georgia Power substation (OS-5)

Mid-block pedestrian way/park (OS-15)

Establish a greenspace in the unused alleys between Daniel and Bradley Streets. This would provide east-west pedestrian access and improve public safety.



Small open spaces within new developments could help expand open space opportunities and allow for recreation



Angier Avenue could be converted to a “green street” with new planting and traffic calming devices



Community gardens can provide local food and give residents a chance to care for their parks

Section 4.4: Urban Design

Urban design improvements in the private realm can enhance the relationship between buildings and the street to create a more pleasant and safe pedestrian environment. They can also ensure that the neighborhood remains livable in the long term. Urban design in the public realm can help make streets more beautiful and safe, while supporting alternative transportation and increasing neighborhood appeal.

Urban Design Policies

Allow architectural variety, but require quality building materials.

Outside of the historic district a variety of styles are encouraged, but quality materials should be required throughout. Brick, terracotta, stone, masonry, true stucco, poured-in-place rubbed concrete, and hardiplank are acceptable, but the use of exterior insulation finishing systems (EIFS) is not. Facades should be of no more than two primary materials or colors per building. Materials should also only change vertically, with visually heavier materials below visually lighter ones.

Provide modern building designs outside of neighborhood historic districts.

The Old Fourth Ward has become one of Atlanta's premier neighborhoods for modern style buildings. This trend should continue outside of the historic district, provided that the modern homes use materials that are contextual to the neighborhood.

Provide pedestrian-oriented supplemental sidewalk zones.

Developers should match the yards/supplemental zones shown in Section 4.7: Transportation.



Large, multi-colored EIFS buildings must never again be built in the Old Fourth Ward



Buildings should be limited to no more than two primary facade materials



The front yards of properties should be used for pedestrian uses and should engage the sidewalk

Require good urban design.

Basic elements of urbanism should be required for all new developments. These include:

- Parking located behind buildings
- No gated streets
- Buildings in mixed-use areas that form a continuous street wall
- Doors accessible from the sidewalk
- Active ground floor uses
- Storefronts, stoops, porches, or forecourts along the sidewalk
- Pedestrian-scaled signage
- Transparent ground floor glass

Many of these elements are already incorporated into the City's Quality of Life Zoning Codes.

Urban Design Projects

Rezoning activity (O-4)

Rezone key properties and incorporate design policies outlined above. Please see the implementation program in Part 6 for details.

Modern home tour (O-5)

The neighborhood should continue to be highlighted in Atlanta-area tours of modern homes.

New gateway markers (O-11)

Gateway markets should be erected at:

- Ponce de Leon Avenue at Piedmont Avenue and Boulevard
- Ralph McGill Boulevard at Piedmont Avenue and Boulevard
- Highland Avenue at Piedmont Avenue
- Boulevard at Freedom Parkway
- Irwin Street at I-75/I-85 and the BeltLine
- Decatur Street at Boulevard



Gated communities must no longer be built in the Old Fourth Ward



Tribute Lofts is one of the most widely praised modern buildings in the City of Atlanta



Gateway markers can distinguish and brand a neighborhood

Section 4.5: Historic Preservation

The historic character of the Old Fourth Ward must be preserved long-term if the neighborhood is to retain its identity. The following policies and projects will assist in achieving this.

Historic Preservation Policies

Encourage historic rehabilitation.

The renovation and reuse of existing buildings, whether residential, commercial, or industrial, can help maintain the character of the neighborhood, provide affordable housing and retail space, and preserve visual appeal and architectural diversity.

Please see Section 3.5 for specific historic properties that should be rehabilitated rather than demolished.

Preserve the integrity of the King Historic District.

Historic preservation must be a goal of this study, especially in the Martin Luther King, Jr. Historic District. The district is an asset to the neighborhood, the city, and the nation. Within it, the protection of architecturally contributing structures and the creation of appropriate guidelines for renovation and new construction should guide development.

Please see below for further details.

Historic Preservation Projects

Landmark District amendments (O-6)

The existing Martin Luther King, Jr. Landmark District regulations are intended to preserve the identity of the district, and have been largely effective in this endeavor. However, several current regulations have proven contrary to neighborhood efforts to preserve affordability and protect long time residents - the true hearts of the area's historic identity. As such, these modifications are recommended to address this:

- Allow commercial uses to operate out of his-



New infill housing in the historic district will continue to utilize historic styles and materials



The parcels shown in cross-hatching should be allowed to include commercial uses operating in residential structures

toric residential structures along Irwin Street, where many such uses historically occurred.

- Permit hardiplank siding.
- Permit two story infill housing throughout the district to up to 35 feet tall (measured from average grade to the ridge of the roof).
- Provide single-family height allowances for lot topography so that odd topography shall not prevent the construction of two story houses.
- Reduce the effort required to gain approval to demolish non-contributing structures.

Existing historic resource survey information as well as any new information should be used to prepare language for these text changes.

Section 4.6: Housing & Economic Development

The long-term vision for the Old Fourth Ward as a model sustainable neighborhood embraces a goal of allowing existing residents to remain in the neighborhood. Unlike many other Atlanta neighborhoods, where long-time residents are displaced by the very revitalization efforts intended to benefit them, this must not be allowed to happen in the Old Fourth Ward. Rather, a way of growth must be developed that allows all residents who want to remain in the neighborhood to do so. Failure to do so will destroy the very element that makes the Old Fourth Ward unique.

Housing & Economic Development Policies

Prevent the involuntary displacement of existing neighborhood residents.

Residents who want to remain in the neighborhood must be able to do so. The City of Atlanta, local community development corporations, for-profit developers, churches, the Atlanta Board of Education, and others whose decisions have a direct impact on affordability must strive to ensure that their actions do not jeopardize long-term residents.

Strive for a community that allows residents to age in place.

The Old Fourth Ward must provide housing types and amenities for people of all ages. This “womb to tomb” approach means that a person can be born here, live here, and die here, with all of the different types of housing that are needed at different life stages being provided.

Encourage senior housing.

New senior facilities should be spread throughout the neighborhood and within walking distance of retail uses. Locations could include:

- The former U-Rescue Villa site
- City Hall East/Ponce Park



Many new housing units are already under construction in the Old Fourth Ward.



The Old Fourth Ward must provide housing for everyone from college students, to families, to the elderly



Some recent development, such as Dynamic Metals Lofts, has provided a mix of housing prices

OLD FOURTH WARD Master Plan - September 2008

- JW Dobbs, north of the Mills Center
- Boulevard, west of the Mills Center
- Boulevard at North Avenue
- Boulevard at Rankin Street
- Boulevard at Ralph McGill Boulevard
- Boulevard at Decatur Street

Please see the Recommended Land Uses map on page 53 for details.

Encourage a mix of housing price points.

Housing should be provided at a variety of price points to attract a diverse range of new residents and allow existing residents access to new housing. This will have the effect in the long term of preserving economic diversity in the study area.

Strive for a diverse mix of multifamily unit sizes, including three-bedroom units.

New multifamily housing should provide units in a variety of sizes, not just one bedrooms and studios. This will allow single people and the elderly to live in close proximity, and expanding families to stay in the neighborhood.

Strive for 20 percent of new housing units to be affordable.

For every four new market-rate housing units built in the neighborhood, at least one subsidized or below-market unit should be provided. This could be within a single project, or neighborhood-wide.

Support recommendations of the BeltLine Affordable Housing Advisory Board.

Recommendations affecting the City of Atlanta include, but are not limited to:

- Adopt an inclusionary zoning ordinance
- Create one or more community land trusts
- Preserve existing subsidized housing
- Create an identified source of continual revenue, such as the real estate transfer tax or commercial linkage fees
- Engage in a broad and sustained educational campaign to inform residents of existing government programs available to overburdened



One example of a temporary workspace structure made from recovered shipping containers

households experiencing increased taxes or in need of financial literacy

- Enact property tax reform protecting target populations in revitalizing neighborhoods from over burdensome property taxes
- Adopt “just cause” eviction control legislation

Support existing incentives.

The neighborhood should continue to encourage developers, neighborhood representatives, city council, and federal representatives to continue support for existing housing incentives, provided that these projects meet the policies of this study.

Encourage the creation of temporary business innovation zones on vacant lots.

Even with its recent growth, the neighborhood still has many vacant lots, particularly on commercial streets like Edgewood Avenue. Rather than lying fallow until redevelopment, these lots should contribute to the community’s economic growth.

Small, inexpensive, and temporary business spaces are recommended on vacant lots or parking in areas shown as Commercial or Mixed-Use on the Recommended Land Use map. These could be made from former shipping containers or other inexpensive materials. They should be installed no longer than five years. Accordingly, they should be held to less stringent zoning standards than new construction to keep them inexpensive for small

Recommendations: Housing & Economic Development

businesses.

The first area for potential implementation of this concept is near the Sampson Street and Irwin Street intersection, along the BeltLine. A partnership could be established with Hulse Yards, just to the south of the study area, to acquire unused shipping containers and transform them into temporary business structures.

Support the rehabilitation of key buildings.

Rehabilitating existing buildings, rather than building new, should be encouraged. The site at the corner of Ralph McGill Boulevard and Glen Iris Drive could be renovated for commercial or mixed use, while the David T. Howard School could become a new school or educational facility.

Focus growth into catalytic redevelopment sites

The catalytic redevelopment sites discussed in Section 4.1 will be economic drivers for the neighborhood because of the jobs and housing units they provide.

Housing & Economic Development Projects

Community improvement district (O-7)

The creation of a Community Improvement District (CID) has been a crucial revitalization tool in several Atlanta neighborhoods. Commercial property owners in the proposed Old Fourth Ward CID would pay dues into a fund administered by an existing CID, such as Central Atlanta Progress or the Midtown Improvement District. These could be used for sidewalk and street improvements, private security, park maintenance, and other improvements or redevelopment efforts. There would be no cost to residents.

Affordable Housing Technical Advisory Program (O-8)

The nuances of ensuring affordable housing are beyond the scope of this master plan, yet its provision is perhaps the study's most important recommendation. To assist in defining this effort, an Urban Land Institute (ULI) Technical Advisory



Accessory dwelling units, such as these “granny flats” in Inman Park, can help provide affordable housing.

Program (TAP) Committee should be convened following completion of this study.

The TAP Committee assists municipalities, neighborhoods, economic development agencies, land owners and non-profit organizations within the greater Atlanta metropolitan area to offer objective advice on real estate, economic, planning, urban design and land use challenges. The goal is to leverage the expertise of ULI's diverse membership to make a recognizable difference in our communities, by providing the necessary knowledge, advice and experience to its sponsors.

New zoning district to allow accessory dwelling units (O-9)

A new zoning district should be drafted to allow for accessory dwelling units, such as granny flats, on single-family lots. Current zoning prohibits renting an outbuilding or a portion of a home, and therefore limits affordable housing options in single-family areas. Because such accessory dwelling units are not appropriate or desired in some areas of the city, a new zoning district R-5A should be created to allow specific properties in the study area to allow for this housing provision.

Neighborhood marketing (O-10)

Neighborhood marketing efforts should continue and be expanded. These efforts should focus on branding the neighborhood according to the vision of this plan.

Section 4.7: Transportation

Transportation is an important component of any master plan. In the Old Fourth Ward, transportation means providing accessibility and mobility for people, not just cars. This means establishing a balanced system of transit, pedestrian, and bicycle facilities, as well as modest vehicular upgrades. A sustainable system is key.

Pedestrian Recommendations

Pedestrian Policies

Require developments to upgrade sidewalks.

Current rights-of-way on most streets are insufficient to accommodate wide sidewalks. As such, City of Atlanta zoning requires new developments to build a portion of the sidewalks on private property during redevelopment.

Please refer to the sections on pages 87-92 for recommended sidewalk widths on key streets.

Provide pedestrian-oriented buildings.

In addition to providing sidewalks, new developments must include buildings that support walking through the following minimum elements:

- Doors accessible from the sidewalk
- Active ground floor uses
- Storefronts, stoops, porches, or forecourts along the sidewalk
- Pedestrian-scaled signage
- Transparent ground floor glass

These and many other elements are incorporated into the recommended zoning districts.

Ensure that pedestrian facilities are accessible.

Peoples with disabilities and the elderly must be able to move safely around the neighborhood. Among other things, properly designed and marked intersection ramps will achieve this, as will sidewalks with a cross slope of not more than two percent.



The best sidewalks are well maintained, fronted by buildings, and have active uses separated from cars by plantings



Building design should embrace the pedestrian and encourage walking over driving



Sidewalks and crosswalks must comply with the Americans with Disabilities Act (courtesy Michael Ronkin)

Transportation Projects



Maximize on-street parking.

On-street parking benefits pedestrians by buffering them from traffic and generating activity. Each person who parks on-street rather than off-street becomes a pedestrian and creates sidewalk activity.

Where on-street parking exists developers are encouraged to provide bulbouts. Where none exists, builders of multifamily and mixed-use projects should move the existing curb into their property to create it.

Continue to support tree planting efforts.

The Old Fourth Ward has benefited greatly from private planting efforts by Trees Atlanta and area residents. These efforts should continue to provide trees on streets not slated for streetscapes.

Trees provide shade to cool the sidewalk and the roadway, cast complex shadows that add interest to the street environment, reduce the urban heat island effect, make sidewalk shopping more appealing, and help to clean the air.

Pedestrian Projects

Walking should be the transportation mode of choice in the Old Fourth Ward. Accordingly, new streetscapes and sidewalks are the largest number of recommended transportation projects.

The focus of improvements are along major corridors, including Boulevard, Ponce de Leon Avenue, North Avenue, Parkway Drive, Ralph McGill Boulevard, Glen Iris Drive, Piedmont Avenue, Angier Street, and Irwin Street. Along them, upgrades are recommended, including new sidewalks, trees, wheelchair ramps, crosswalks, and, in some cases, bulbouts and lighting. Pedestrians along these corridors will also benefit from street-oriented buildings. Together, these public and private investments will make walking along major streets safer and more enjoyable.

Pedestrian improvements, however, will not be limited to major corridors. Funds are recommended to upgrade sidewalks on secondary streets throughout the neighborhood so that residents



On-street parking must be provided adjacent to urban retail users



In Boston, street trees and on-street parking help create one of America's most walkable cities

can safely walk to new parks and the pedestrian-oriented land uses envisioned along major corridors. New buildings in these areas will also be required to be pedestrian-oriented.

Existing planned multi-use trails will also benefit pedestrians. Facilities planned along the BeltLine and west Highland Avenue will extend the non-motorized transportation network and allow more direct pedestrian access.

Longer term, pedestrian access across the neighborhood will be improved by the creation of new streets. These streets, primarily located in the Renaissance Park urban renewal area, will reduce block sizes and provide more direct, shorter routes for walkers.

Boulevard pedestrian facilities north of Freedom Parkway (T-41)

Upgrades in the existing right-of-way include:

- Sidewalks with a 5 foot tree zone and 6 foot clear zone (with redevelopment a 10 foot clear zone are recommended)
- Street trees and pedestrian lighting
- Bulbouts on the east side
- Wheelchair ramps and crosswalks
- Buried utilities, except high tension lines
- A median (see Vehicular Projects)

Boulevard pedestrian facilities south of Freedom Parkway (T-42)

Upgrades include:

- Sidewalks with a 5 foot tree zone and 6 foot clear zone (with redevelopment a 10 foot clear zone are recommended)
- Street trees and pedestrian lighting
- Wheelchair ramps and crosswalks
- Buried utilities, except high tension lines

Due to limited right-of-way, sidewalks may be narrower in some areas unless the adjacent land is publicly owned, or easements are attained. They will also be narrower by historic buildings.

North Avenue pedestrian facilities (T-43)

Upgrades include:

- Sidewalks with a 5 foot tree zone and 5 foot clear zone (with redevelopment a 10 foot clear zone is recommended)
- Street trees and pedestrian lighting
- New wheelchair ramps and crosswalks
- Buried utilities
- A median (see Vehicular Projects)
- Bicycle lanes (see Bicycle Projects)

Due to limited right-of-way, sidewalks may be narrower in some areas unless the adjacent land is publicly owned, or easements are attained. They will also be narrower by historic buildings.



North Boulevard as it is today, with utility poles, inadequate sidewalks, and dangerous pedestrian crossings



North Boulevard after the proposed sidewalk improvements and potential redevelopment

Glen Iris Drive pedestrian facilities (T-44)

Upgrades include:

- Sidewalks in existing right-of-way
- Street trees
- Bulbouts on the west side
- New wheelchair ramps and crosswalks
- Sharrow markings (see Bicycle Projects)

Due to limited right-of-way, sidewalks will be narrower than ideal. With redevelopment the tree zone should be 5 feet and the clear zone 10 feet.

Randolph Street pedestrian facilities (T-45)

Upgrades include:

- Sidewalks in existing right-of-way (with redevelopment a 5 foot tree zone and 10 foot clear zone are recommended)
- Street trees
- Bulbouts on the west side
- New wheelchair ramps and crosswalks
- Sharrow markings (see Bicycle Projects)

Edgewood Avenue pedestrian facilities (T-46)

Upgrades include:

- Sidewalks in existing right-of-way (with redevelopment a 10 foot clear zone are recommended)
- Street trees
- Bulbouts on the south side
- New wheelchair ramps and crosswalks

Highland Avenue pedestrian facilities (T-47)

Upgrades include:

- Sidewalks in existing right-of-way
- Street trees
- Bulbouts on the north side
- New wheelchair ramps and crosswalks

Due to limited right-of-way, sidewalks will be narrower than ideal. With redevelopment the tree zone should be 5 feet and the clear zone 10 feet.

Irwin Street pedestrian facilities (T-48)

Upgrades include:

- Sidewalks in existing right-of-way (with redevelopment a 5 foot tree zone and 6 foot clear zone are recommended)
- Street trees
- Bulbouts on both sides
- New wheelchair ramps and crosswalks
- Sharrow markings (see Bicycle Projects)

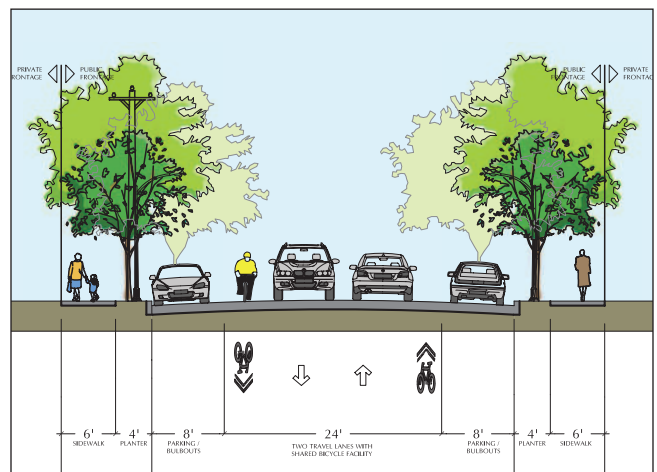
Due to limited right-of-way, sidewalks will be narrower than ideal.



North Avenue as it is today, with utility poles, little greenery, and dangerous pedestrian crossings



North Avenue after the proposed streetscape improvements, showing new median and potential redevelopment



This cross section shows the proposed elements of the Irwin Street pedestrian facilities. See page 88 for more details.



A photograph of a residential street lined with large, mature trees. A red car is driving away in the center lane, and a silver SUV is parked on the right side of the road. A 'No Left Turn' sign is visible on the right.

Parkway Drive pedestrian facilities (T-52)

Upgrades include:

- Sidewalks on the west side featuring a 4 foot tree zone and 6 foot clear zone
- Sidewalks on the east featuring a 4 foot tree zone and 6 foot clear zone (with redevelopment a 5 foot tree zone and 10 foot clear zone is recommended)
- Street trees
- Bulbouts on the north side
- New wheelchair ramps and crosswalks
- Bike lanes (see Bicycle Projects)

Neighborhood sidewalk repair (T-53)

Sidewalks at various locations throughout the neighborhood which are not scheduled for replacement in another project should be repaired on an as-needed basis.

Sampson Street pedestrian bridge upgrades (T-54)

The existing bridge over Freedom Parkway at Sampson Street should be upgraded with repainting, minor repair, new lighting, new landscaping, and new signage to make it visible from East Avenue.

Piedmont Avenue pedestrian facilities T-55)

Improvements outlined in the Imagine Downtown Plan for Piedmont Avenue, including wider sidewalks, new street trees and lighting, and bulbouts at intersections, should be implemented.

Ponce de Leon Avenue pedestrian facilities (T-56)

Ponce de Leon Avenue is one of the most important pedestrian corridors near the study area. The streetscape project of the Ponce de Leon Corridor Study should be implemented.

Mid-block crossings (T-58)

Mid-block crosswalks should be provided at up to three locations, including Parkway Drive by the Atlanta Medical Center.



Neighborhood sidewalk upgrades will provide improved access to area parks



The Sampson Street pedestrian bridge should be upgraded to increase its use (image courtesy Windows Live Local)



The Ponce de Leon Avenue Corridor Study recommends a streetscape project along the corridor

Bicycle Recommendations

Neighborhood residents and others involved in the planning process commented frequently on the themes of sustainability and alternative transportation. For this reason, making the Old Fourth Ward more bicycle-friendly is an important goal of this study.

The plan calls for a variety of new bicycle lanes and shared-roadway markings, as detailed below. It also incorporates planned off-street bicycle routes.

The only existing off-street bicycle path within the study area follows Freedom Parkway. A proposed extension of it would cross the parkway on the Jackson Street bridge, follow Highland Avenue on street for a short distance, and then run off-street just south of Highland Avenue. This trail would provide an important bicycle connection to downtown and western Atlanta neighborhoods.

An additional new off-street bicycle path would follow the BeltLine and connect the Old Fourth Ward with many central Atlanta neighborhoods. The network of bicycle lanes outlined above would serve to connect the BeltLine, existing and proposed parks, neighborhood activity centers, and Downtown.

Bicycle Policies

Continue efforts to provide bicycle parking in new developments.

The City should continue to enforce requirements for bicycle parking in new commercial and multifamily developments. Bicycle parking can encourage new people to commute and shop by bike, in addition to being a convent to existing cyclists. Because bicycle parking takes up less space than car spaces, it can also encourage a compact urban form and reduce stormwater runoff from parking lots.

Enforce no-parking laws in bike lanes.

Drivers frequently park in bike lanes on neighborhood streets, even though it is illegal.



On-street bicycle lanes are proposed for many streets within the study area



Bicycle parking encourages cycling and can reduce the need for large parking lots for cars



This car is illegally parked in the bike lane along Edgewood Avenue, across from Thumbs Up Diner

Bicycle Projects

New bicycle lanes

New 5 foot wide bike lanes should be provided along the following streets:

- Parkway Drive, from Highland Avenue to Ponce de Leon Avenue. (T-59)
- Ralph McGill, from the Freedom Park to Ivan Allen Boulevard. (T-60)

These lanes can be provided within the existing curb to curb width of the street. Please see the sections on pages 87-92 for details.

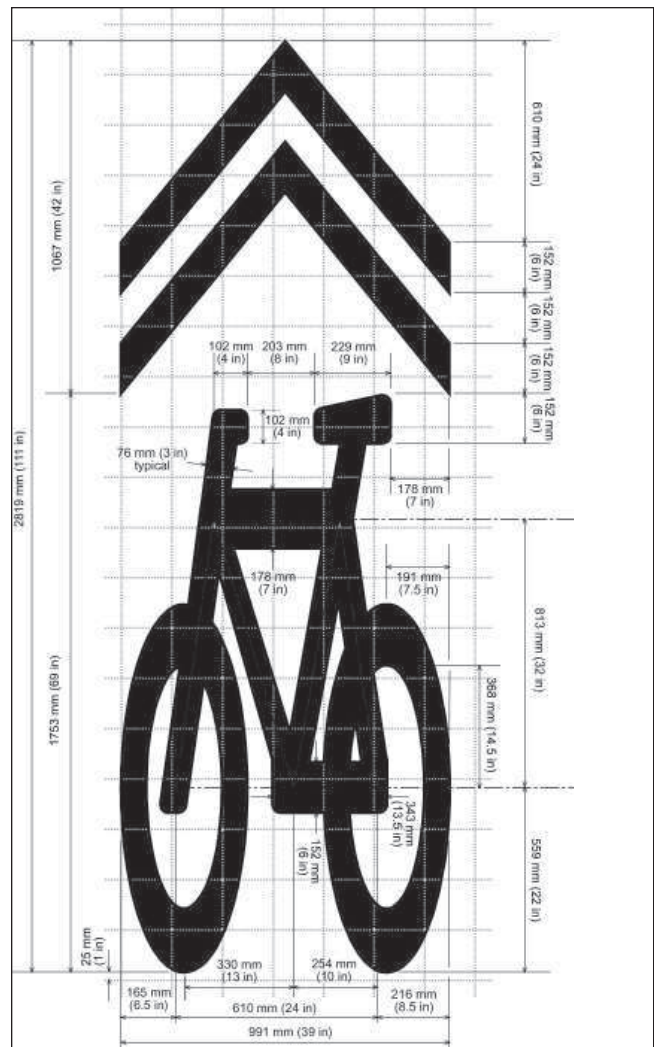
New bicycle sharrow markings

On some streets bicycle lanes cannot be accommodated due to width restrictions. On these streets signage and shared roadway markings or “sharrows” are recommended to improve driver awareness that the travel lane is for bicycle use too. Recommended corridors include:

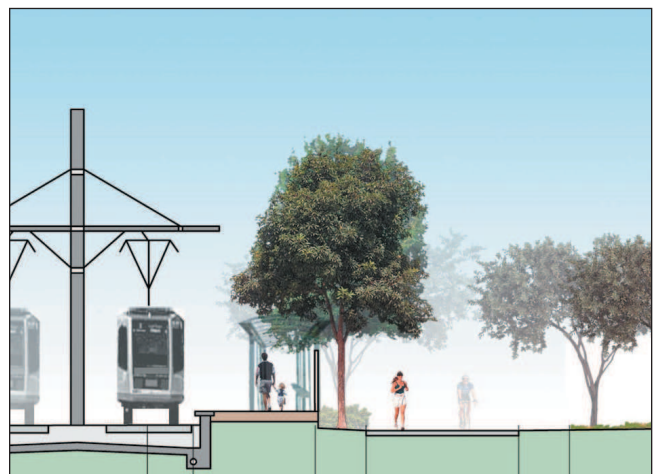
- Highland Avenue, from Parkway to the Belt-Line. (T-62)
- Glen Iris Drive/Randolph Street, from Edgewood Avenue to Ponce de Leon Avenue. (T-64)
- Irwin Street/Lake Avenue from Boulevard to the BeltLine. (T-65)
- Angier Avenue, prior to its conversion to a “Green Street.” (T-63)

Centennial Park connector trail (T-66)

This proposed multi-use trail extends approximately 4,960 linear feet (0.94 miles) along Highland Street from Piedmont Avenue to Jackson Street and along Jackson Street from Highland Avenue to Cain Street. It provides a critical linkage between Freedom Park and Downtown Atlanta.



The sharrow marking allows bicyclists to more safely use existing pavement



New multi-use trails along the BeltLine will provide bicycle connections to other parts of the city (courtesy Atlanta Belt-line, Inc.)

Vehicular Recommendations

In the Fourth Ward the needs of drivers, particularly commuters, must be secondary to the needs of pedestrians, bicyclists and transit users. As a result, vehicular recommendations respond to community-desired land uses, rather than just moving cars as fast as possible. In fact, a central tenet of the vehicular recommendations is that drivers should be encouraged to drive slowly through the neighborhood, and that congestion is an acceptable part of urban living.

This said, the plan does not disregard vehicular needs. Streetscape investments will make driving safer and roadway modifications will improve traffic flow. Major upgrades are recommended along Boulevard, Parkway Drive, Ponce de Leon Avenue, North Avenue, Piedmont Avenue, Highland Avenue, Glen Iris Drive, Angier Avenue, Irwin Street, and Ralph McGill Boulevard.

Vehicular improvements vary by street, but these elements are common to many:

- Narrow travel lanes to capture excess space for bicycle or pedestrian upgrades.
- Intersection bulbouts to slow cars and decrease the crossing distance for pedestrians. They are also an opportunity for planting.
- New parking provided by moving in the curb.
- Medians to eliminate left turn conflicts, slow traffic, and improve aesthetics.

The addition of street trees and new buildings near the street will also psychologically narrow the street and slow traffic. If proper signal timing practices are observed, slower speeds actually reduce accidents and increase vehicular capacity. They may also encourage some drivers to switch to non-vehicular transportation modes.

Vehicular Policies

Encourage different uses within walking distance.

When uses are located near each other it can be more convenient to walk than drive.



Streets in the Old Fourth Ward should be designed for pedestrians

Limit vehicular access to alleys and side streets via zoning requirements.

Curb cuts should be limited on major streets, including: Boulevard, Ponce de Leon Avenue, North Avenue, Piedmont Avenue, Highland Avenue, Glen Iris Drive, Irwin Street, and Ralph McGill Boulevard.

Require access management with new development.

This may include right-in/right-out islands or shared driveways.

Maximize on-street parking.

Please see Pedestrian Policies for details on the benefits of on-street parking.

Vehicular Projects

Boulevard Median (T-17)

A median should be created on Boulevard north of Ralph McGill Boulevard by removing parking on the west side, shifting the southbound lanes west, and using the resulting 8 feet wide area for a planted median. Long term, on-street parking should be provided on the west side with redevelopment.

Ralph McGill Boulevard Median (T-18)

Medians should be implemented at the BeltLine and adjacent to the Historic Fourth Ward Park.

OLD FOURTH WARD Master Plan - September 2008

North Avenue Median (T-19)

Per the recommendations of the Ponce de Leon/ Moreland Avenue Corridor Study, North Avenue should be reduced from six to four lanes and a portion of the excess space used for a median. Left turn lanes should be provided at major intersections.

In relatively flat areas the median should be eliminated to provide on-street parking. The resulting horizontal lane shift will also calm traffic.

Boulevard at Edgewood Intersection (T-28)

This intersection should be updated with an eastbound left turn lane on Edgewood Avenue. This is achieved by reducing the existing westbound bike lane from 6 to 5 feet and adding the additional width to the existing striped area at the center of the street. A left turn phase would then be added to the existing east-facing signal and bulbouts provided

New Traffic Signals

Traffic signals should be installed at:

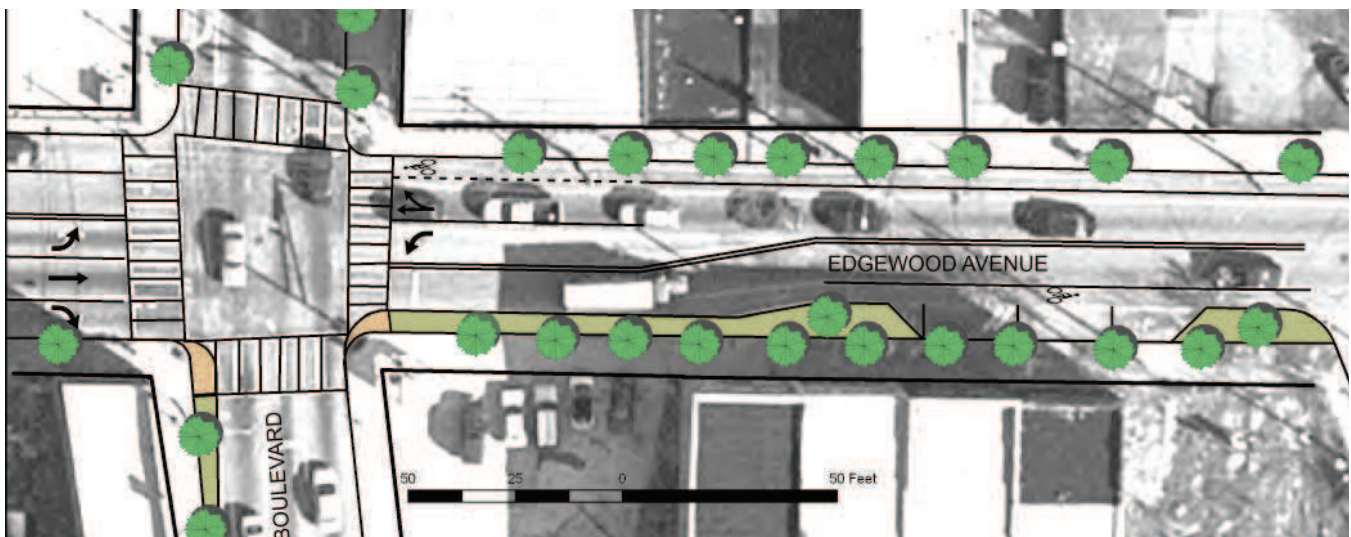
- Ralph McGill Boulevard at Willoughby Way and Fortune Street (T-20)
- North Avenue at City Hall East (T-21)
- Hutting Street at North Avenue (T-22)



This graphic shows show the Boulevard at Edgewood Avenue intersection today



This graphic shows show the Boulevard at Edgewood Avenue intersection could look in the future



This plan shows the recommended improvements at the Boulevard at Edgewood Avenue intersection

New Left Turn Lanes

Left turn striping should be installed to facilitate traffic movement and safety at:

- Glen Iris Drive at Highland Avenue (T-23)
- Randolph Street at Irwin Street (T-24)

New Stop Signs

Four-way stop signs should be installed at:

- Irwin Street at Sampson Street (T-25)
- Fortune Street at East Avenue (T-26)

John Wesley Dobbs Avenue (T-27)

J W Dobbs Avenue should become one-way eastbound east of Randolph Street.

Boulevard traffic signal coordination (T-29)

One of the most effective ways to improve traffic operations without road widening is through enhanced signal coordination and timing. This is not intended to increase vehicle speeds. Instead improved timing creates a coordinated progression of vehicles to travel at a predetermined speed, which is often less than the posted speed limit.

Freedom Parkway ramp project (T-32)

As recommended by the Connect Atlanta Plan, the interchange of Freedom Parkway with I-75/85 should be redesigned to create a better connection between Downtown and the Old Fourth Ward.

New streets

As redevelopment occurs, large blocks should be broken up into smaller ones of not more than 600 by 600 feet, but preferably 400 by 400 or less. This will increase connectivity, particularly in areas where streets were removed in past decades.

BeltLine improvements are also an opportunity to increase connectivity. However, as connections are created it is important not to create high speed cut-throughs in single family areas that could diminish their character; of particular note are Willoughby Way and East Avenue. While north-south connections between Historic Fourth Ward Park area and Inman Park are vital, it is important



Planted bulbouts are recommended in several areas to slow traffic and reduce pedestrian crossing distance



New streets should be as narrow as possible and provide on-street parking on both sides to calm traffic and support adjacent land use



Limited access roadway utilizes special paving patterns, speed bumps, and bollards to control vehicular movement,

OLD FOURTH WARD Master Plan - September 2008

to direct most traffic toward the Ensley Street and North Angier Avenue extensions, rather than Willoughby Way.

In the vicinity of Central Park, Hutting Street should be reopened to Linden Avenue from North Avenue. Hunt and Merritts Avenue should be extended to reconnect along the eastern border of the park. This will increase accessibility to Central Park and reduce opportunities for crime. Hunt Street may continue to connect with Pine Street, but designed in a manner which recognizes the relationship between CW Hill Elementary School and Central Park. The street should be able to be a limited access road during the school day, through the use of bollards.

As the land north of Central Park owned by the Atlanta Housing Authority redevelops, a north-south street across the site should be built.

The following summarizes recommended streets:

- Merritts Avenue extension from Boulevard to Parkway (T-1)
- Hunt Street extension from Linden Avenue to Pine Street (T-2) - South of Merritts Avenue this should include bollards that can be installed while school is in session
- Hutting Street extension from Linden Street to North Avenue (T-3)
- New street between North Avenue and Ponce de Leon Avenue on property owned by the Atlanta Housing Authority (T-4)
- New streets at the Civic Center site (T-5)
- Linden Avenue extension to Piedmont Avenue (T-6)
- Penn Avenue extension to Renaissance Parkway (T-7)
- New street from Central Park Place to the Civic Center site (T-8)
- New streets on the block bounded by Central Park Place, Ralph McGill Boulevard, Parkway, and Highland Avenue (T-9)
- New street from Renaissance Parkway to North Avenue on new park land (T-10)
- Linden Street extension From Parkway Drive



This map shows existing streets (grey) and recommended new streets (red)

- to Boulevard (T-11)
- Dallas Street Extension from Angier Springs Road (T-12)
- Wilmer Street extension to Ralph McGill Boulevard (T-13)
- North Angier Avenue extension to Ralph McGill Boulevard (T-14)
- Willoughby Way extension to Ensley Street (T-15)
- Ensley Street Extension to Elizabeth Street (T-16)

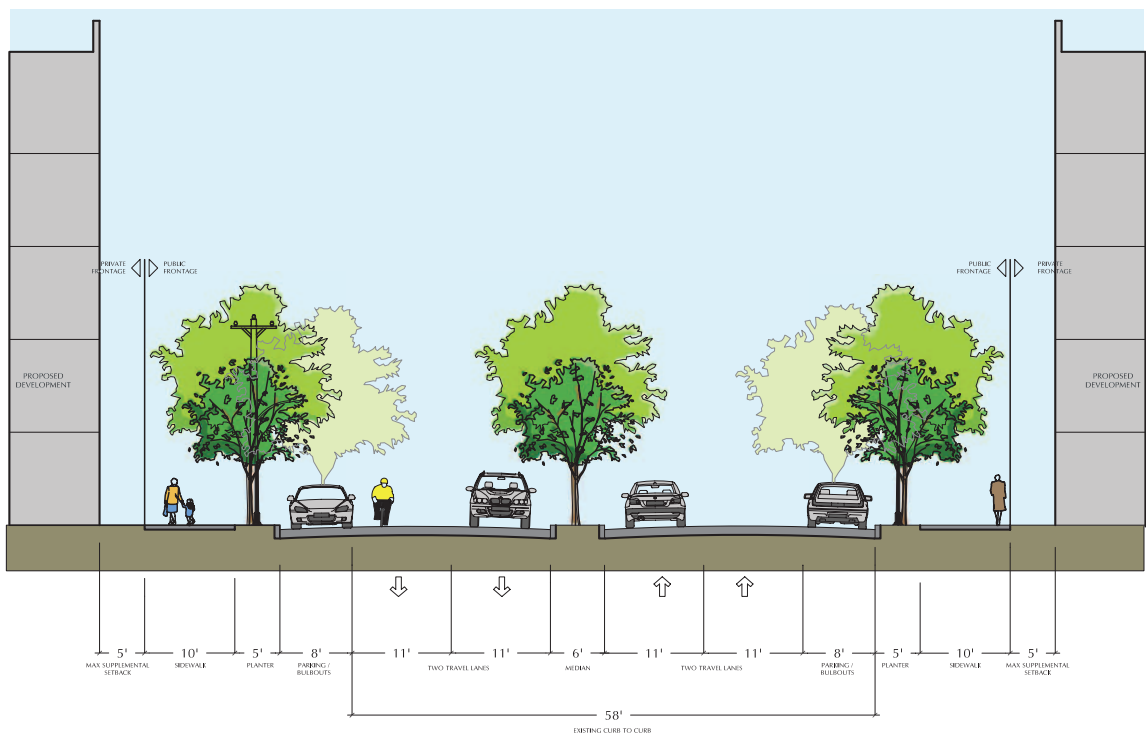
Neighborhood speed humps (T-30)

Humps should be installed on Sampson Street between Highland Avenue and Irwin Street.

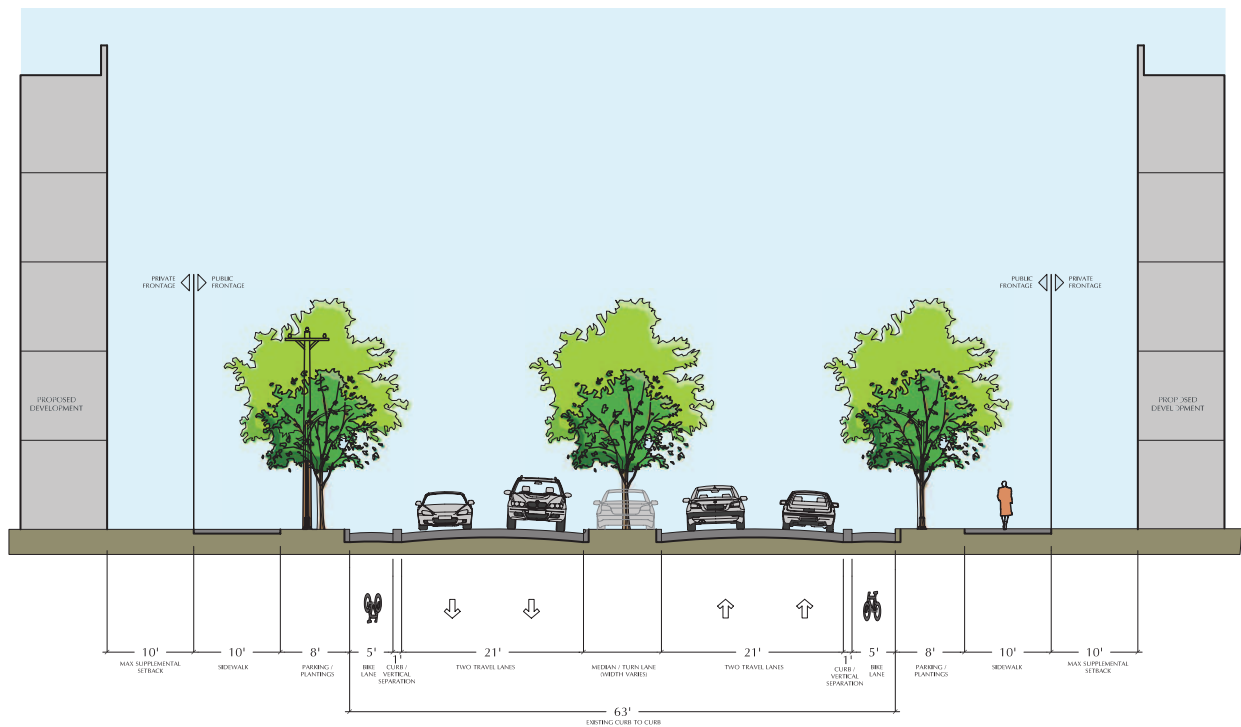
Recommended Street Sections

The sections on the following pages show the long-term desired character of key streets. Developers should provide the parking, sidewalks, and setbacks shown.

Recommended Street Sections



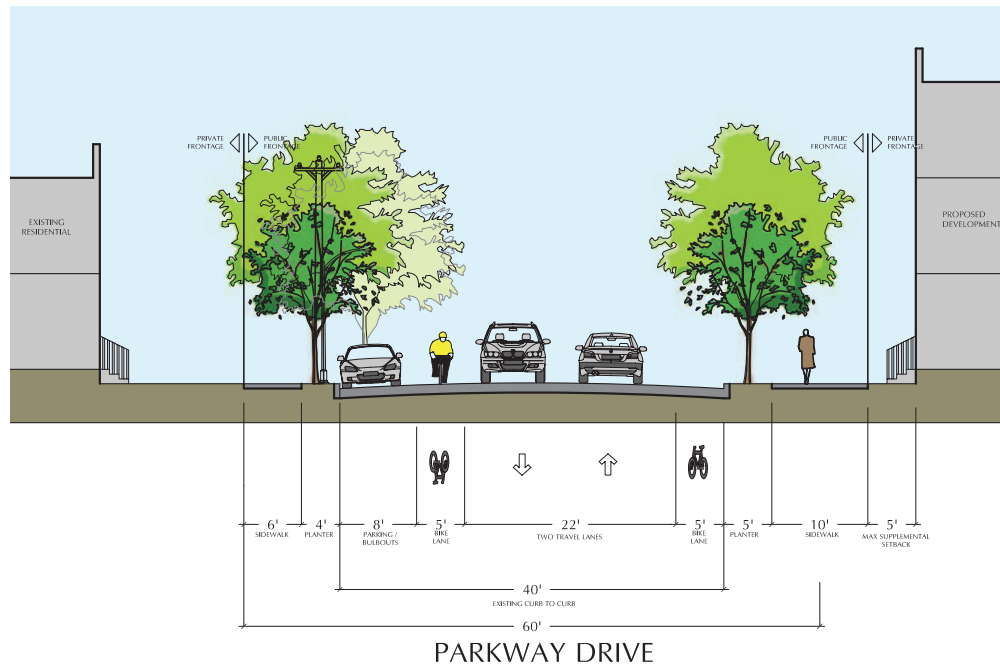
BOULEVARD



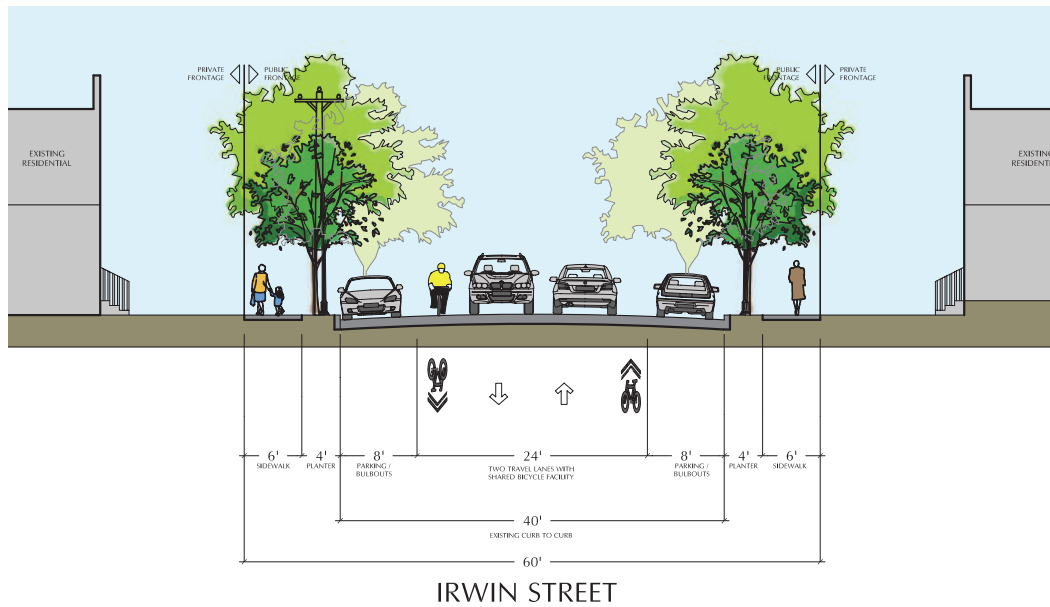
NORTH AVENUE

Note: Graphics may be at different scales

Recommended Street Sections (continued)



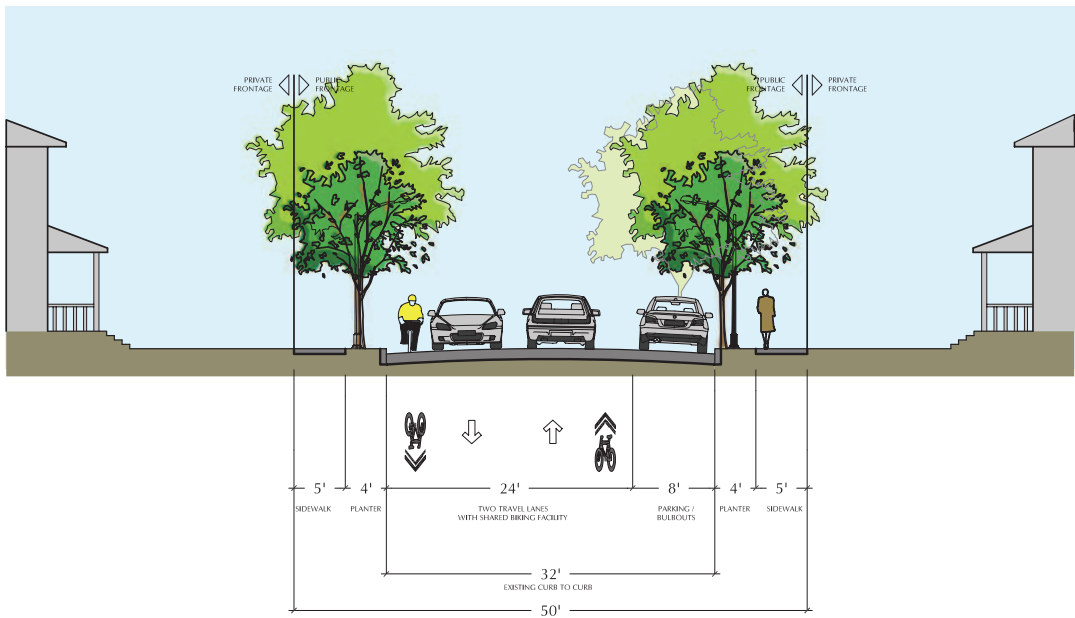
PARKWAY DRIVE



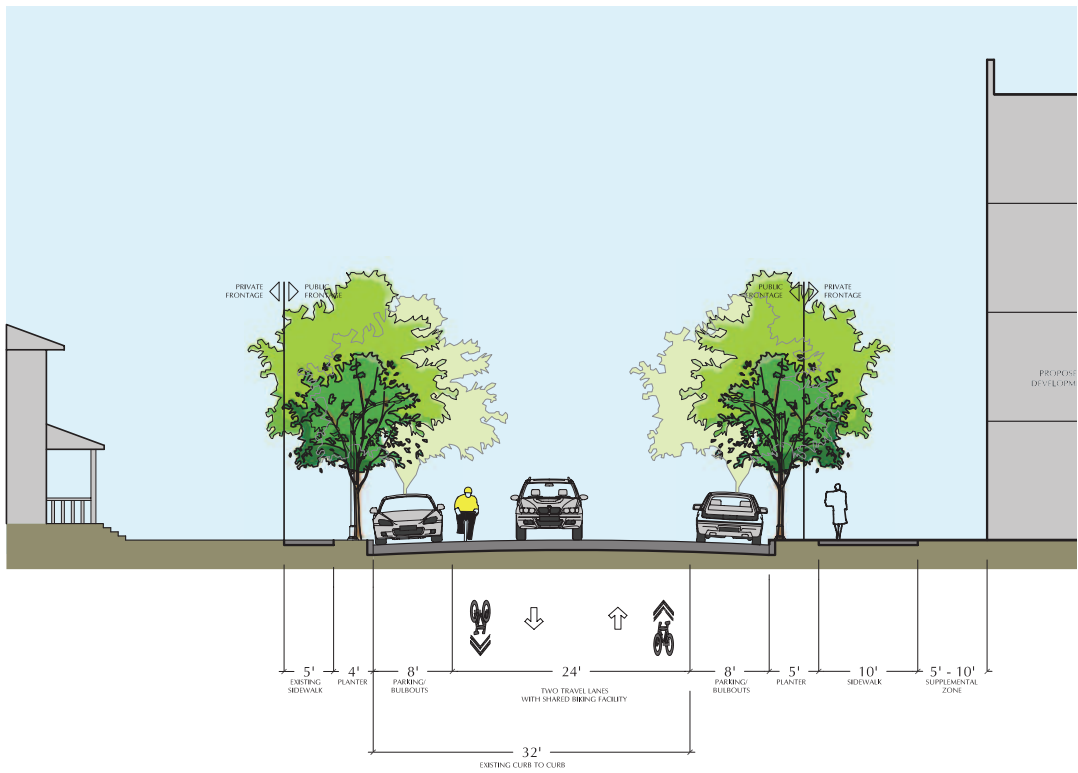
IRWIN STREET

Note: Graphics may be at different scales

Recommended Street Sections (continued)



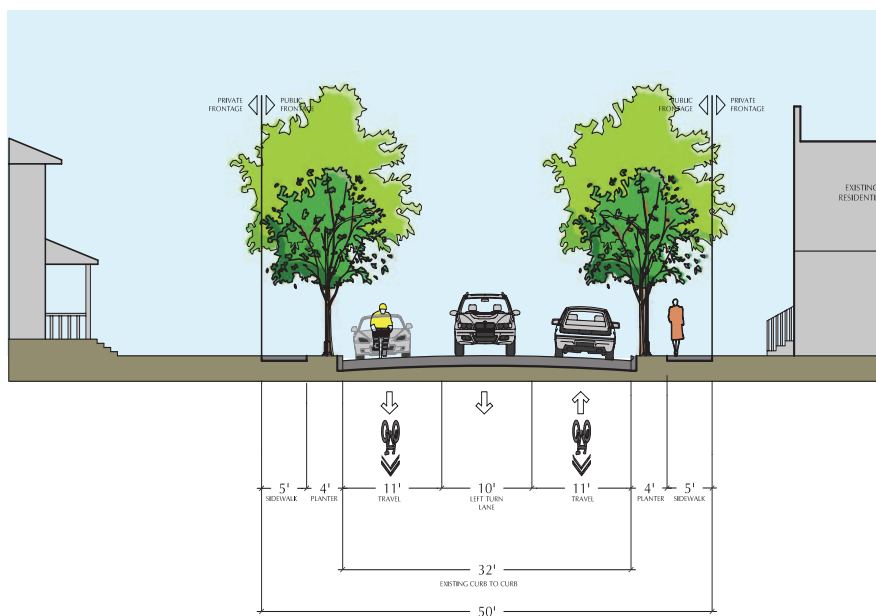
GLEN IRIS
(NO NEW DEVELOPMENT)



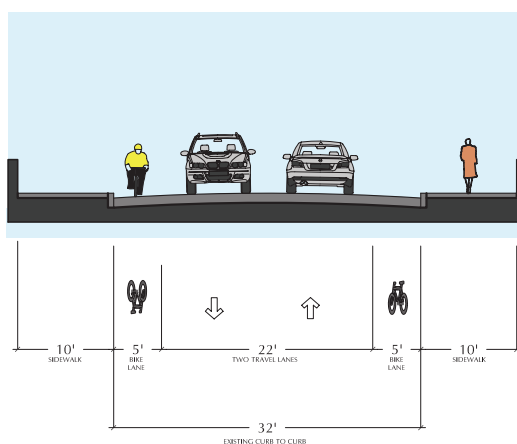
GLEN IRIS
(NEW DEVELOPMENT)

Note: Graphics may be at different scales

Recommended Street Sections (continued)



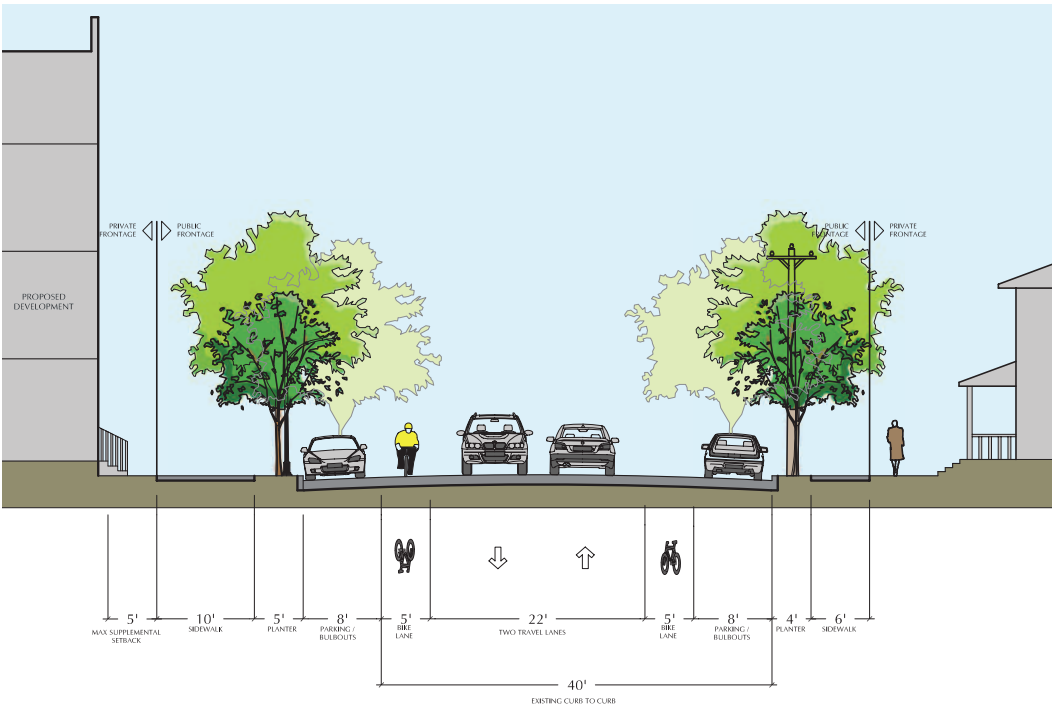
GLEN IRIS AT
SIGNALLED INTERSECTION



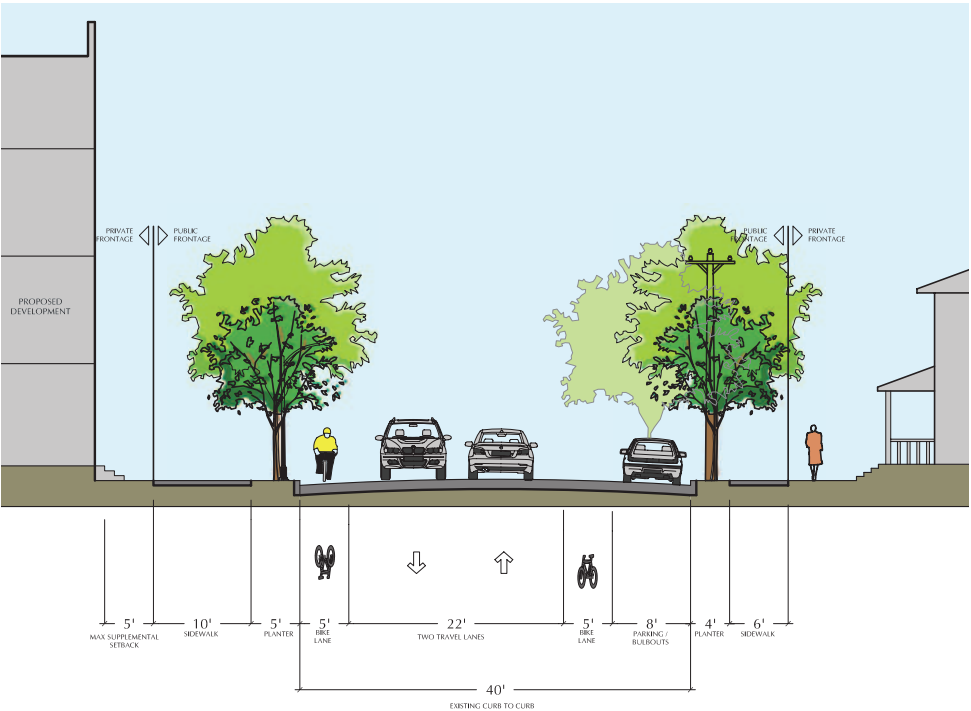
GLEN IRIS AT
FREEDOM PKWY. BRIDGE

*Note: Graphics may be at
different scales*

Recommended Street Sections (continued)



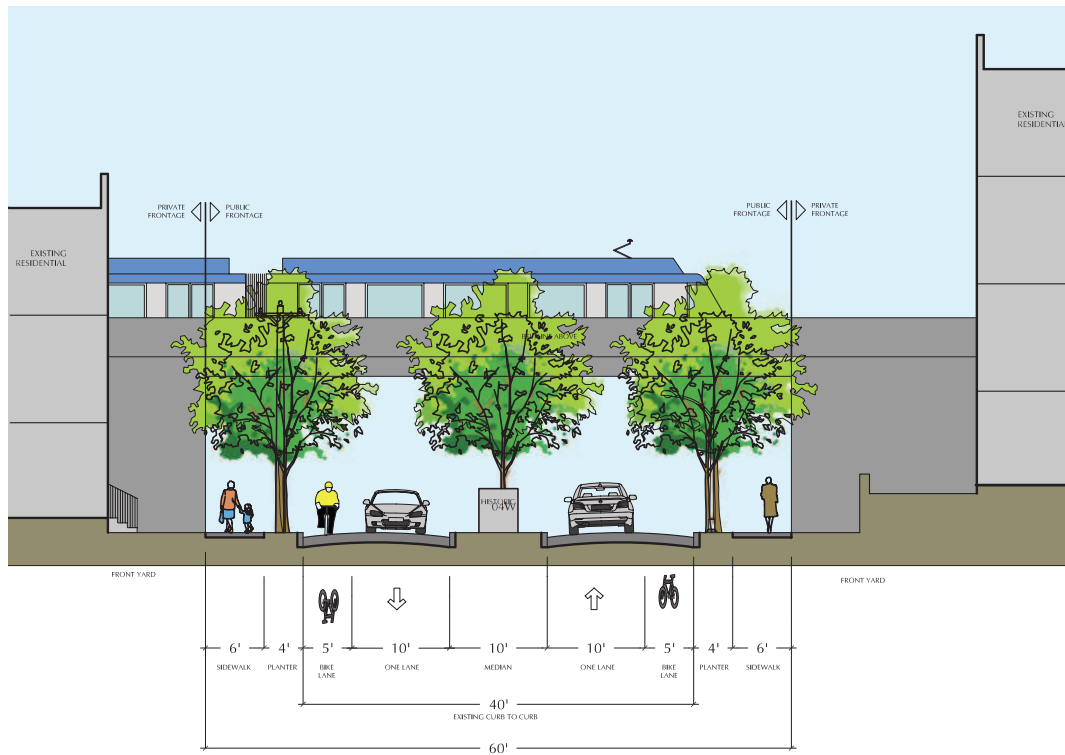
RALPH MCGILL
(NEW DEVELOPMENT W/ PARKING)



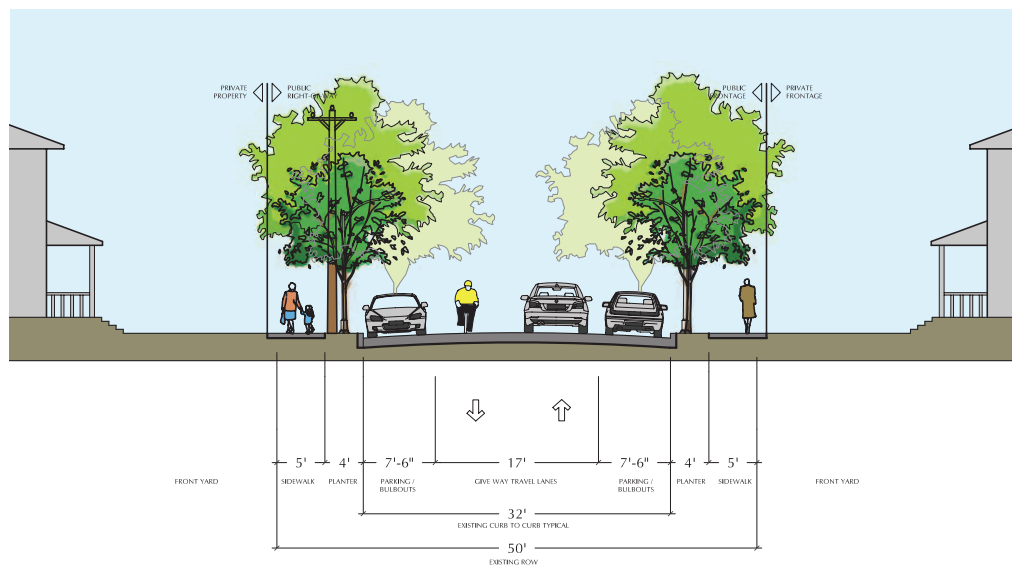
RALPH MCGILL
(NEW DEVELOPMENT W/O PARKING)

Note: Graphics may be at different scales

Recommended Street Sections (continued)



RALPH MCGILL GATEWAY



ANGIER AVENUE

Note: Graphics may be at different scales

Transit Recommendations

Another sustainable mode of transportation is public transit. The study area is already intersected by six MARTA bus routes, and is near several rail stations. Several enhancements to bus service are recommended.

Transit Policies

Support efforts to increase bus frequency.

More frequent service along bus routes with the most ridership, such as routes 27 and 16, would make bus travel more convenient and potentially attract new riders.

Encourage MARTA to reduce closely-spaced stops.

Excessive, closely spaced stops should be removed to reduce bus delays.

Transit Projects

New bus shelters (T-33)

New bus shelters should be added at stops with the highest number of boardings to supplement the 10 existing bus shelters in the study area. New informational signs should be added at every bus stop to indicate which buses serve the stop, where the routes travel, and when the buses stop.

The sidewalk improvements outlined above will also encourage bus travel by making the walking experience after leaving the bus more pleasant. Those in wheelchairs can ride on any city bus, but will be able to use more stops as sidewalks and shelters are made more accommodating.

Trash receptacles at bus stops (T-34)

Twenty-five bus stops in the study area should have new trash receptacles installed.

Peachtree/Auburn Streetcar (T-35)

The Peachtree Corridor study has recommended a streetcar that would circulate along Auburn and Edgewood Avenues. This new transit line would connect the Old Fourth Ward with Downtown and



Bus shelters such as this one provide schedule and route information to passengers about buses that serve the stop



Streetcars are recommended to enhance access to the neighborhood

the proposed Peachtree streetcar.

Other Streetcar Projects

This study also recommends studying potential long-term streetcars along:

- Ponce de Leon Avenue (T-39)
- Highland Avenue (T-36)
- Boulevard Monroe (T-37)

BeltLine Transit (T-38)

Bus Route 3 (T-40)

MARTA bus Route 3, which connected the neighborhood to the West End until very recently, should be reinstated in the neighborhood.

